

Heather Altman

06/15/2005 02:07 PM

To: Angela Reynolds
<angela_reynolds@longbeach.gov>
cc: craig_chalfant@longbeach.gov, Jill Griffiths
<jill_griffiths@longbeach.gov>
Subject: Home Depot Comment Letter

Ms. Reynolds,

Though my comment letter was sent certified mail, return receipt requested on 06/13/05, I thought I would email my comments as well to insure that they are received by the stated deadline. The attached PDF file contains my comment letter with the 2 attachments, totaling 124 pages. If you cannot open the file or fail to receive all 124 pages, please do not hesitate to contact me by replying to this email.

Thank you.

Heather Altman

"Great spirits have always encountered violent opposition from mediocre minds."

June 13, 2005

Angela Reynolds
City of Long Beach
333 W. Ocean Blvd., Seventh Floor
Long Beach, CA 90802

RE: Comments on Home Depot Draft EIR

Dear Ms. Reynolds:

My name is Heather Altman and I am a resident of Belmont Shore, California. I am also employed as an environmental consultant responsible for the preparation of documents required for CEQA and NEPA compliance. I have a Bachelor of Science degree in Environmental Science from the University of California, Riverside and a Master of Science degree in Environmental Management from the University of San Francisco. I personally and professionally oppose the proposed Home Depot Project (Project). My comments are sequentially arranged regarding the many inadequacies in this Draft EIR (DEIR).

Inadequate Citation and Reference Correlation

Citations given in the text of the document do not correlate to the information provided in "Chapter 11 (References)." For instance, in "Chapter 4.2 (Air Quality)," the following citations are given in defense of information contained in the chapter:

- 1) Table 4.2.A cites ARB (July 2003);
- 2) Table 4.2.B cites ARB 2001;
- 3) Table 4.2.C cites ARB 2004 (<http://www.arb.ca.gov/desig/desig.htm>);
- 4) Table 4.2.D cites EPA and ARB, 2005;
- 5) The Long-Term Microscale (CO Hot Spot Analysis) section cites the Traffic Impact Analysis (LSA 2004);
- 6) Table 4.2.E cites LSA Associates, Inc., December 2004;
- 7) Table 4.2.F cites LSA Associates, Inc., December 2004;
- 8) Table 4.2.G cites LSA Associates, Inc., December 2004;
- 9) Table 4.2.H cites LSA Associates, Inc., December 2004;
- 10) Table 4.2.I cites LSA Associates, Inc., April 2004;
- 11) Table 4.2.J cites LSA Associates, Inc., March 2004
- 12) Table 4.2.K cites LSA Associates, Inc., December 2004; and
- 13) The Long-Term Regional Air Quality Impacts section cites the Traffic Impact Analysis as LSA 2005

Of the thirteen above citations, only two appear in Chapter 11 (References): ARB 2004 (<http://www.arb.ca.gov/desig/desig.htm>) and LSA 2004 (Traffic Impact Analysis). There are no references provided for the remaining 11 citations. The information associated with these 11 missing references can not be verified by the reader.

Further, citation #5 above, Traffic Impact Analysis (LSA 2004), is given in the following context,

"The highest CO concentrations would occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst case analysis. Based on the Traffic Impact Analysis (LSA 2004), CO hot spot analyses were conducted for existing and future cumulative conditions. The impact on local carbon monoxide levels was assessed with the ARB approved CALINE4 air quality model, which allows microscale CO concentrations to be estimated along roadway corridors or near intersections. This model is designed to identify localized concentrations of carbon monoxide, often termed "hot spots." A brief discussion of input to the CALINE4 model follows. The analysis was performed for the worst case wind angle and wind speed condition and is based upon the following assumptions..."

The Traffic Impact Analysis (Appendix J) contains absolutely no mention of any CO hot spot modeling analysis. If this analysis was explained as the document states, it certainly wasn't in the Traffic Impact Analysis though it was cited as such. Further complicating matters, citation #5 above lists the Traffic Impact Analysis as a LSA 2004 document, whereas citation #13 above lists the Traffic Impact Analysis as a LSA 2005 document. Are there two Traffic Impact Analysis documents or is this just another prime example of sloppy, inadequate document preparation?

By my count, of the 13 citations in Chapter 4.2 (Air Quality), 11 have no associated reference, 1 is incorrect, and only 1 is valid. It is impossible to verify the data provided in the text if the information is not traceable to the reader. These citation and reference inconsistencies are prevalent throughout the document in nearly every resource section, including the LSA-generated appendices. This is especially troubling as this unverifiable information is utilized to determine the significance of environmental impacts. This calls into question the veracity of the data and the conclusions drawn from it.

As the public is unable to validate pertinent information in the document due to internal inconsistencies regarding faulty citations and inaccurate references and is therefore unable to comment meaningfully, this DEIR must be re-written accurately and re-circulated for public review and comment prior to distribution of the Final EIR (FEIR).

Violation of CEQA Guidelines:

Given the inability to verify cited information due to inaccurate citations and incomplete references, on May 9, 2005, I phoned the City of Long Beach, Environmental Planning Division (the City) and asked to see a copy of the referenced documents. I was told by Jill Griffiths, environmental planner, that this information was not available and that they only had copies of their General Plan (a fraction of the referenced documents). CEQA guidelines 15087(c)(5), Public Review of Draft EIR, specifically state that [the notice shall list], "The address where copies of the EIR and **all documents referenced in the**

EIR will be available for public review. This location shall be readily accessible to the public during the lead agency's normal working hours." The documents referenced in the EIR were NOT available for public review. This is in direct violation of the CEQA guidelines.

In the phone conversation of May 9, I read to Ms. Griffiths the CEQA guideline 15087(c)(5). I was told by the City to "email a list of the documents which I would like to see, and they would work on getting them for me." I also told Ms. Griffiths that I would ultimately wish to review all the references.

As I began my review of the DEIR, I realized that Ms. Griffiths request was nearly impossible to satisfy. Given the internal inconsistencies regarding the references and citations, I had no idea what to ask for. Information cited in the text was not listed as a reference; and what was listed as a reference was generally not cited in the text (see above comment Inadequate Citation and Reference Correlation).

On June 1, 2005, I sent Ms. Griffiths an email inquiring again as to where the documents referenced in the draft DIR were available for review. On June 2, 2005, I received a reply to my request stating, *"...Regarding other resources or documents that are listed as references in the EIR, I asked you to send an e-mail listing the specific documents you would like to review so that we could locate them for you and bring them to City Hall or tell you where you could go to review them. As I explained in both of our phone calls, such reference documents might be at the office of LSA, the environmental consultant who prepared the Draft EIR. Or, they could be documents that are on-line, in another City department, or at a regional public agency...."* The City obviously had no idea where the documents referenced in the DEIR were located, so the references certainly weren't available for public review in a location readily accessible to the public during the lead agency's normal working hours.

I was further instructed by Ms. Griffiths, *"Perhaps you could e-mail your list of documents with the corresponding page numbers where they are cited in the Draft EIR."* Absolutely nowhere in the CEQA guidelines is this listed as the proper course of action for public review of a Draft EIR and the corresponding references. It is hardly the job of the public to provide a detailed list cataloging everything they wished to see, especially since legally this information should have already been available. CEQA guideline 15087(c)(5) explicitly states the proper procedure for public review of the Draft EIR, and the City absolutely failed to abide by the established guidelines.

On June 2, 2005, I replied to Ms. Griffiths' email reiterating my desire to review all references. I also mentioned that as I had not completed my review of the DEIR, I was unable to provide all reference requests with their correspondingly cited pages. However, since it was apparently necessary to formally request in writing the list of documents referenced in the DEIR with the page citations, I provided a partial list of the referenced documents I wished to review and the corresponding page number where each was cited in the DEIR.

As of June 13, 2005 (two days prior to the close of the comment period), I had yet to hear from the City as to the availability of these referenced documents. In spite of the fact that the City was legally required to make these documents publicly available at the beginning of the comment period, I was instructed to formally put a request in writing, including not only the document request but the *“corresponding page numbers where [the documents] are cited in the Draft EIR.”* Though I complied, the City proceeded to ignore my request to review the documents referenced in the DEIR. The full text of these email correspondences is provided as Attachment A to this comment letter.

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The lead agency failed to fulfill its legal obligation under CEQA guideline 15087(c)(5) to have readily available all documents referenced in the EIR. With no ability to verify cited information and no access to appropriate documentation, the public was denied the right to provide meaningful comment on the DEIR. The DEIR must be re-written with accurate information and re-circulated for public review and comment prior to distribution of the FEIR. All documents referenced in the rewritten DEIR must also be made publicly available during the lead agency's normal business hours.

Chapter 4.2.1 (Local Air Quality):

The DEIR states that the closest air quality monitoring station to the Project site is the North Long Beach Station. This is not true. PM₁₀ and PM_{2.5} are monitored at the “Long Beach – East Pacific Coast Highway” site, which is in fact closer to the Project area. Monitoring data information should be included for this site and used in the air quality analysis. Utilizing information only gathered from the “North Long Beach” site provides an inaccurate picture of the air quality situation surrounding the Project area. As the Draft EIR determined that PM₁₀ levels during construction would result in a significant unavoidable adverse impact, analysis of the Project and Project Alternatives should include information using the closest monitoring data. This DEIR must be re-written with accurate information and re-circulated for public review and comment prior to distribution of the FEIR.

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Chapter 4.2.4 (Diesel Toxics Analysis):

The DEIR failed to adequately explain the association between diesel particulates and PM₁₀ emissions, stating instead that many factors are involved in health risk. The DEIR also failed to mention what level of exposure is considered to be acceptable risk. Air toxic emissions from the combustion of diesel fuel include small quantities of diesel exhaust, acetaldehyde, benzene and formaldehyde—all of which are known carcinogens. However, the excess cancer risk and the chronic and acute hazard indices were not calculated for this Project. Given that the nearest permanent residents are approximately 550 feet away and will be exposed to diesel particulates daily, why was there no health risk assessment conducted for the Project construction and operation phases?

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The DEIR states that Project emissions are compared with *“rates used in screening health risk analysis from similar projects, and the health risk from air toxics associated with diesel exhaust is less than significant.”* Totally absent is any documentation or

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analysis as to the validity of this statement, only assurances that the information is in fact true and that the impact is less than significant. It is unknown to the reader how this determining statement was made. What are the rates used in screening health risk analysis? What is considered as an acceptable level of health risk? What is considered to be a similar project? Regarding the latter, is a similar project another warehouse-type retail establishment (as is Home Depot where multiple deliveries occur daily), or is a similar 16-acre development project (yet possessing different characteristics)? Without appropriate description of similar projects or the process involved in this health risk screening, it is impossible for the reader to verify that the impact is less than significant.

The DEIR also states, "*Projected project emission rates for total PM₁₀ are shown in Table 4.2.K.*" Table 4.2.K, however, only provides emissions for Project operation. There is absolutely no level of analysis regarding construction impacts and toxic air constituents, only the statement, "*it is not expected that construction of this project will cause a significant increase in toxic air constituents in the project vicinity.*" PM₁₀ emissions are expected to be greater during the construction phase than during the operation phase, even with appropriate mitigation. Table 4.2.J lists total PM₁₀ emissions exceeding the SCAQMD standard, yet no analysis was provided regarding construction emissions and the effects on human health with regards to air toxics. Analysis of air toxics must include both the operation AND construction phases of the project.

Failure of the DEIR to adequately include health risk information and analysis regarding diesel particulate emissions associated with Project construction AND operation denies the public and the decision-makers the opportunity to evaluate the facts in light of full disclosure as required by CEQA. A health risk assessment must be done and operation and construction impacts must be analyzed. This DEIR must be re-written accurately and re-circulated for public review and comment prior to distribution of the Final EIR.

Chapter 4.2.4 (Potentially Significant Impacts, Construction Equipment Emissions)

With regards to the grading and construction equipment, the DEIR states that "*equipment required would include construction equipment working as much as 10 hours per day during peak days, as shown in Table 4.2.I.*" Though there was no explanation as to what "construction equipment" would consist of, Table 4.2.I lists 1 dozers, 2 scrapers, and 1 excavator. The hours provided for the 2 scrapers and 1 excavator list operation of 8 hours/day each, whereas the text which referenced the table explicitly states that the construction equipment would be working 10 hours/day. Were the construction emission estimates listed in Table 4.2.I calculated using 8 hours/day (as stated in the Table) or were they calculated using 10 hours/day (as stated in the text)? As the citation for Table 4.2.I is given as LSA Associates, April 2004, and there is no corresponding reference in Chapter 11 (References), I was neither able to determine the accurate working hours nor verify the calculated information. This DEIR must be re-written with accurate information and re-circulated for public review and comment prior to distribution of the FEIR.

The DEIR also states that “*emissions during the building erection phase would be lower than the peak daily emissions projected in Table 4.2.I, which shows that construction equipment/vehicle emissions during demolition and grading periods would exceed only the SCAQMD-established threshold for NOx.*” Do emissions generated during the building erection phase exceed the NOx standard? With only the above declarative statement provided as “analysis,” this is impossible to determine.

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Chapter 4.2.4 (Potentially Significant Impacts, Construction Impacts)

The DEIR fails to consider PM₁₀ emissions from the re-entrainment of dust tracked out by trucks after they leave the site. While mitigation of fugitive dust via watering can substantially reduce fugitive PM₁₀ emissions initially, it may also result in a muddier consistency to the dirt that the trucks drive through. When the mud on the vehicles’ tires dries out, it drops off on to nearby local streets and highways, thereby simply transferring the emissions to off-site locations. The DEIR entirely ignores potential downstream emissions as a result of track-out and re-entrainment.

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The DEIR needs to evaluate the potential for track-out as a result of the proposed mitigation watering activities, and must determine the amount of PM₁₀ that will be re-entrained as a result. The DEIR must be re-written with all emission information updated and re-circulated for public review and comment prior to distribution of the Final EIR.

Chapter 4.9.4 (Potentially Significant Impacts, On-Site Traffic Impacts)

The DEIR identifies the need to construct a six-foot concrete block or Plexiglas sound wall to reduce the noise impact to on-site sensitive outdoor receptors. However, in Chapter 4.8 Land Use, “*...the Development standards for the IG district are found in Chapter 21.33 of the Long Beach Zoning Code. The applicable development standards in the IG zone and PD-1 zoning district are as follows....Maximum Fence Height: 3 feet (p. 4.8-20-21.)*” How is it possible to erect a six-foot sound wall when the development standards restrict fence height to three feet? This DEIR must be re-written with accurate information and re-circulated for public review and comment prior to distribution of the FEIR.

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Chapter 4.11 (Traffic and Circulation)

Any analysis and the corresponding statements regarding impact significance contained in this chapter which are derived from Project trip generation numbers is suspect as it is either: 1) fundamentally incorrect, or 2) entirely unsubstantiated (please see comment below Appendix J: Traffic Impact Analysis—Project Conditions, Trip Generation). This DEIR must be re-written with accurate information, thoughtfully analyzed, and re-circulated for public review and comment prior to distribution of the FEIR.

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Chapter 4.11.4 (Transportation and Circulation, Thresholds of Significance)

The DEIR stated that the Thresholds of significance were derived from Appendix G of CEQA guidelines. However, not all significance criteria listed in Appendix G of the CEQA guidelines was included. In Appendix G, under section XV. Transportation/Traffic, the first question was omitted, *"would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)."*

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A slightly similar, albeit incomplete with regards to the level of analysis needed, significance criteria was utilized in place of the criterion established in Appendix G, *"An undesirable peak-hour level of service (i.e., LOS E or LOS F) at any of the key intersections is projected and the project increases traffic demand at the key signalized study intersection by 2 percent of capacity (ICU increase ≥ 0.02), causing or worsening LOS E or LOS F (ICU > 0.90). The City considers LOS D (ICU = 0.90) to be the upper limit of acceptable LOS. For the City, the current LOS, if worse than D (i.e., LOS E or F) should also be maintained."*

Traffic analysis should be conducted for the STREET SYSTEM as a whole (as stated in Appendix G), and not just for select intersections (as stated in the DEIR). The lead agency cannot "cherry pick" the significance criteria they wish to use as a measure of analysis, especially when the omitted criterion is one pertaining to concerns raised during the scoping process and the subsequent analysis assuaging those concerns is painfully inadequate, due in large part to the missing significance criterion (see comment below labeled Chapter 4.11.5 Less Than Significant Impacts, Neighborhood Street Impact).

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Chapter 4.11.5 (Less Than Significant Impacts, Neighborhood Street Impact)

The DEIR states, *"Although it has been suggested that project traffic could potentially cut through this neighborhood, it does not appear to be a reasonable or faster route to the project site (p 4.11-13)."* Table 4.11.C summarizes the resulting average of the timed route surveys during the weekday and weekend. Using the information provided for timed travel surveys in the referenced Table 4.11.C, both cut-through routes are faster than either of the direct routes for the weekday AM Peak Hour. Based on this data, the most attractive (by that, fastest) route would be either of the cut-through alternatives, not the direct routes for weekday AM peak hour travel. However, the document states, *"Therefore, there is no significant benefit in travel time between the cut-through routes and the arterial streets during the weekday peak hours (p. 4.11-15)"* This statement defies the bounds of logical thought. If it is faster to travel the "cut-through" routes as opposed to the "direct" routes, a benefit in travel time exists to travelers en route to the proposed Project, and a corresponding impact exists to residents of University Park Estates. The effects of this resulting impact, however, were not analyzed. Also absent is a definition of "significant benefit in travel time." Is 30 seconds significant? One minute? Five minutes?

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By failing to include in the DEIR all CEQA significance criteria from Appendix G (see comment above labeled Chapter 4.11.4, Transportation and Circulation, Thresholds of Significance) potential direct impacts to residents of the University Park Estates were ignored. Appendix G states, *"would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)."* There is absolutely no information provided regarding the existing traffic load and capacity of the street system through University Park Estates (Margo Avenue, 6th Street, 5th Street, Vista Street, Silvera Avenue, etc). There is absolutely no information provided regarding the existing number of vehicle trips through University Park Estates. There is absolutely no information provided regarding the volume to capacity ratio on streets through University Park Estates. There is absolutely no information provided regarding the congestion at intersections within University Park Estates. Without any established baseline as to the existing traffic conditions within the University Park Estates to use for comparison, how is it possible to determine that the Project related traffic will result in a less than significant impact?

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Also, why were these the only options provided as "cut-through" options?" Judging from Figure 4.11.2 Traffic Routes (page 4.11-14), there are several options for "cut-through" travel. One can choose to utilize 6th Street or 5th Street, for instance. Only one return "cut-through" route was used for analysis. Would the "direct" routes still be the most attractive option for weekday PM and weekend peak hour travel when compared with any of the other available (unanalyzed) "cut-through" options? It is impossible to determine based on the sparse information contained in the DEIR.

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Additionally, the timed route surveys, analysis, and corresponding statements of significance were asserted without fully taking into consideration the effects of Project associated trip generation. The timed travel estimates in the DEIR represent existing traffic conditions. A complete neighborhood street impact analysis must include comparisons between existing conditions, existing plus project conditions, and cumulative plus project conditions. With Project implementation, more cars will be utilizing the street system resulting in increased delay at already busy intersections and on streets serving the Project (documented in the DEIR as an increase in ICU and a decrease in LOS). Once this increase in delay time is added to the "direct" route, does the "cut-through" route become a faster, and therefore, more attractive option for travel to the Project site? It is impossible to determine given that: a) existing conditions for the "cut-through" routes were not provided as a basis for comparison, b) no assessment was provided regarding the existing plus project conditions and cumulative plus project conditions, and c) the traffic information provided for weekend peak hour and weekday AM and PM trips is suspect (see comment below labeled Appendix J, Traffic Impact Analysis—Project Conditions, Trip Generation).

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It also must not be assumed that "cut-through" routes will exclusively be used for trips to the Project site. As the roadways and key intersections encompassing the "direct routes" become more congested, and therefore slower with Project implementation (again,

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documented in the DEIR as an increase in ICU and a decrease in LOS), people traveling in the general direction of the Project could conceivably use the "cut-through" rates as a viable option to avoid Project related traffic. Traffic from non Project destined travel on "cut-through" routes could increase as travelers wish to avoid the traffic snarls associated with the Project. This, however, was not analyzed in the neighborhood impact analysis section.

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The DEIR also failed to adequately analyze the indirect effects of increased traffic on neighborhood communities, primarily residents of University Park Estates. As the "cut-through" rate was demonstrated to be a quicker means of accessing the Project site during the weekday AM peak hour, it will most likely be the preferred access route. As such, there will be an increase in the number of cars on the street system within University Park Estates. With an increase in cars there is an associated increase in noise, hazards to residents, and decrease in local air quality. The effects of these indirect impacts associated with increased traffic were not analyzed for the neighborhood community.

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During the scoping process, local residents expressed concern that project traffic would be distributed along the residential streets within the University Park Estates neighborhood as a means to access the project site. In the DEIR, analysis of the direct and indirect impacts associated with Project traffic on the neighborhood community was either nonexistent or woefully inadequate. As a significant issue identified during the scoping process, considerable and thoughtful analysis should have been undertaken to assuage the residents' concerns. This was certainly not done. The DEIR must be thoroughly analyzed, re-written utilizing all CEQA significance criteria provided in Appendix G, and re-circulated for public review and comment prior to distribution of the FEIR.

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Appendix J (Traffic Impact Analysis—Project Conditions, Trip Generation)

Appendix J of the DEIR clearly states, "*The project trip generation is presented in Table D (p. 14).*" Table D: Long Beach Home Depot Center Project Trip Generation Summary (p. 19) lists the net total trip generation as follows:

ADT = 7,920

AM Peak Hour Total = 294

PM Peak Hour Total 647

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The very next page of Appendix J (p. 20) states, "*As the trip generation table indicates, the net trip generation for the proposed Home Depot Center is approximately 5,783 ADT, 239 a.m. peak hour trips, and 422 p.m. peak hour trips.*" This is clearly NOT what the trip generation table indicates. It is fundamentally impossible to determine the correct trip generation numbers from the provided information in the Appendix. It was also impossible to verify this information independently as the cited and referenced ITE Trip Generation Manual was unavailable for public review in violation of CEQA guidelines 15087(c)(5).

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Whereas the notes in Table D clearly indicate the process by which trip generation numbers are derived (citing trip rates from the Institute of Transportation Engineers, and ITE Regression Equations), there is absolutely no support at all for the deflated trip generation numbers stated on p. 20. The latter numbers just “appeared” in the document without justification or merit. In spite of this, the unsubstantiated numbers were used in every resource section in which trip generation estimates were used for analysis: the Air Quality Chapter (Chapter 4.2), the Noise Chapter (Chapter 4.9), the Public Service and Utilities Chapter (Chapter 4.10), the Transportation and Circulation Chapter (Chapter 4.11), the Long Term Implications of the Project Chapter (Chapter 5.0), Alternatives to the Proposed Project Chapter (Chapter 6), the Air Quality Analysis (Appendix B), and the Traffic Impact Analysis (Appendix J).

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If the net trip generation numbers were correctly stated in Table D of the Traffic Impact Analysis (ADT = 7,920; AM peak = 294; and PM peak = 647) and incorrectly stated in the text (ADT = 5,783; AM peak = 239; PM peak = 422), all analysis stemming from the incorrect, deflated numbers is virtually meaningless (“fruit of the poisonous tree,” so to speak). If the net trip generation numbers were incorrectly stated in Table D of the Traffic Impact Analysis and correctly stated in the text, there is absolutely no rationale present to justify the deflated numbers. Whatever the case, this is yet another prime example of sloppy, inaccurate work which rendered the reader absolutely unable to verify how the author warranted statements of significance. This DEIR must be re-written with accurate information, thoughtfully analyzed, and re-circulated for public review and comment prior to distribution of the FEIR.

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Chapter 6.4.1: Reduced Project Alternative, Description

The DEIR states, *“The main portion of the building would have a height of 32 feet and would include an entry canopy extending above the building to a height of 39 feet. (p.6-8)”* However, it is stated in Chapter 4.8 Land Use, *“The applicable development standards in the IG zone and PD-1 zoning district are as follows...maximum building height: 35 feet (PD-1 Provision A.5) (p4.8-21)”* If the maximum building standards restrict building height to 35 feet, how can the Reduced Project Alternative propose building to a height of 39 feet?

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Chapter 6.4.3: Reduced Project Alternative, Comparison of Impacts, Aesthetics

Section 6.4.2 Attainment of Project Objectives of the DEIR explicitly states, *“In order to be economically viable, this alternative would not include the proposed project improvements/enhancements such as a bicycle lane on Loynes Drive, pedestrian access on Loynes Drive bridge, new traffic signal coordination timing, ENHANCED LANDSCAPING, and a walkway/trail fronting Studebaker Road. (p. 6-9)”* Section 6.4.3 Comparison of Impacts, Aesthetics, explicitly states, *“It is anticipated that the additional landscape treatment included in the site design for the proposed project would be implemented with this alternative as well. (p. 6-9)”*

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Is enhanced landscaping included in the project design for the Reduced Project Alternative as stated in the aesthetics impact section or is it excluded as stated in the

attainment of project objectives section? If the latter, the visual impacts from the reduced project alternative are actually greater than those for the proposed Project as the enhanced landscaping was used to mitigate the visual impacts of the Proposed Action. The DEIR cannot propose to exclude project alternative objectives, yet provide analysis as though the excluded information was part of the project alternative.

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Section 6.4.3 Comparison of Impacts, Aesthetics of the DEIR further states, *“The effect of the Reduced Project Alternative on any scenic vistas that may exist from a distant off-site area is not considered significantly adverse. (p. 6-9)”* Whereas that is certainly tremendous news, the CEQA significance criterion from Appendix G with regards to aesthetics impacts does not state, “have a substantial adverse effect on a scenic vista when viewed from a distant off-site area.” CEQA significance criterion from Appendix G plainly states, “have a substantial adverse effect on a scenic vista.” What are the impacts of the reduced project alternative (without enhanced landscaping, if applicable) on a scenic vista when viewed from an area that is closer to the actual Project area? Are the impacts still considered to be “not significantly adverse”? Further, what is considered a “distant off-site area”? An area that is one mile away? An area that is five miles away? An area from an arbitrary spot three towns over?

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The DEIR must clarify the project specifications for the Reduced Project Alternative and analyze the impacts accordingly. The DEIR must answer all CEQA significance criteria explicitly.

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Chapter 6.4.3: Reduced Project Alternative, Comparison of Impacts, Transportation and Circulation

First of all, as it is absolutely impossible to determine the level of trip generation for the proposed Project (see comment above Appendix J, Traffic Impact Analysis—Project Conditions, Trip Generation), it is fundamentally impossible to compare the proposed Project to the Reduced Project Alternative with regards to traffic and significant impacts.

The DEIR states, *“In order to be economically viable, this alternative would not include the proposed project improvements/enhancements such as a bicycle lane on Loynes Drive, pedestrian access on Loynes Drive bridge, new traffic signal coordination timing, enhanced landscaping, and a walkway/trail fronting Studebaker Road. (p. 6-9)”* as there is absolutely zero analysis concerning how the ICU/LOS numbers were generated; did the traffic “analysis” assume no traffic signal coordination timing? Documentation must be provided so the public is able to understand how the impacts were assessed.

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Also, as traffic impacts generated from the Reduced Project Alternatives are significant and adverse, and new traffic signal coordination timing would partially lessen the impacts (and is included in the proposed Project), this enhancement should be incorporated into the Reduced Project Alternative to mitigate the traffic impact. In fact, CEQA guideline 15126.6(b) states, *“Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project*

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or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” Citing economic infeasibility as a justification for failing to mitigate significant impacts, especially when said mitigation is part of the proposed Project, appears to be violation of CEQA 15126.6(b).

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This DEIR must be re-written with accurate information. The project alternative components must be enumerated and thoughtfully analyzed. The DEIR must be re-circulated for public review and comment prior to distribution of the FEIR.

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Chapter 6.5.4 Existing Zoning/Warehouse, Comparison of Alternatives, Air Quality

In March 2005 the California Air Resources Board (ARB) released the proposed Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) (attached and included as Appendix B to this comment letter). It was developed over the past two years through an extensive working partnership with community and environmental groups, business organizations, local air districts and other state and local agencies involved in the land use planning process. That two year effort included numerous workshops and working meetings to gain the information needed from community leaders and others with expertise in business, community planning and public health.

On April 28, 2005, the ARB voted to unanimously approve the Handbook. In the public news release announcing Handbook approval (attached and included as Appendix B), ARB Acting Chair Barbara Riordan stated, "Our primary goal in developing this guidance document is to provide information that will better protect public health by helping to keep Californians out of harm's way with respect to air pollution from nearby emission sources. Our intent is to highlight potential health impacts associated with living, playing and going to school near high air pollution sources so land use decision makers can consider these issues throughout the land use planning process."

"In addition to source specific recommendations, we also encourage land use agencies to use their planning processes to ensure the appropriate separation of industrial facilities and sensitive land uses." Sensitive land uses are categorized as residences, schools, day care centers, playgrounds, and medical facilities. Specific sources of air pollution were addressed, including most notably, distribution centers. ARB advisory recommendations regarding distribution centers and the siting of sensitive land uses are: "1) avoid siting sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week); 2) take into account the configuration of existing distribution centers; and 3) avoid locating residences and other new sensitive land uses near entry and exit points."

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As Table 6.1 Warehouse Alternative Trip Generation shows, this alternative would generate 460 daily truck trips during the week and on the weekend. Per the ARB

Handbook, this warehouse alternative is categorized as a distribution center. The closest residents are housed approximately 550 feet from the Project site, not the recommended 1,000 feet.

Why were the ARB Handbook recommendations not taken into consideration when discussing the impacts associated with air quality? Distribution centers were emphasized in the Handbook as the activities associated with delivering, storing, and loading freight produces diesel PM emissions and result in an increased cancer health effect. However, the DEIR states, *"For a significant health risk from diesel exhaust to occur, these trucks would need to be idling within 50 feet of sensitive receptors for several hours a day, several days a week, over several years. (p. 6-28)"* As this statement is not cited, the information is suspect. In the absence of viable information, it is impossible to determine the significance of air quality impacts with regard to diesel exhaust.

Incorporating the ARB recommendations into the Warehouse Alternative with regards to air quality would result in a substantial increase in the significance of impacts. Had the ARB Handbook been reviewed, the air quality impacts could likely be greater when compared to those associated with the proposed Project, not "less or incrementally fewer." The DEIR must be re-written with accurate information, thoughtfully analyzed, and re-circulated for public review and comment prior to distribution of the FEIR.

Chapter 6.5.3: Existing Zoning/Warehouse, Comparison of Impacts, Transportation and Circulation

As it is absolutely impossible to determine the level of trip generation for the proposed Project (see comment above Appendix J, Traffic Impact Analysis—Project Conditions, Trip Generation), it is fundamentally impossible to compare the proposed Project to the Existing Zoning/Warehouse Alternative with regards to traffic and significant impacts.

Chapter 6.6.3 Existing Zoning/Industrial, Comparison of Alternatives, Air Quality

As the Existing Zoning Alternative is proposed to generate approximately 879 daily truck trips and can similarly be classified as a distribution center, please see comment Chapter 6.5.4 Existing Zoning/Warehouse, Comparison of Alternatives, Air Quality above.

Chapter 6.6.3: Existing Zoning/Industrial, Comparison of Impacts, Transportation and Circulation

As it is absolutely impossible to determine the level of trip generation for the proposed Project (see comment above Appendix J, Traffic Impact Analysis—Project Conditions, Trip Generation), it is fundamentally impossible to compare the proposed Project to the Existing Zoning/Industrial Alternative with regards to traffic and significant impacts.

Chapter 6.0 Alternatives to the Proposed Project

Four project alternatives were considered: 1) the No Project Alternative, 2) the Reduced Project Alternative, 3) the Existing Zoning/Warehouse Alternative, and 4) the Existing Zoning/Industrial Alternative. With the proposed Project, impacts to air quality, public services and utilities, and transportation and circulation, were determined to be significant and adverse. Impacts to air quality, public services and utilities, and transportation and circulation remain significant and adverse under every Project Alternative but the No Project Alternative. In fact, as the Reduced Project Alternative declines to incorporate select project enhancements/improvements suggested to mitigate project impacts, impacts with the Reduced Project Alternative are actually greater.

53

CEQA guideline 15126.6(c) Selection of a Range of Reasonable Alternatives states, *"The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects."* All project alternatives (excluding the No Project Alternative) result in significant and adverse impacts to air quality, public services and utilities, and transportation and circulation, as did the proposed Project. No impacts were avoided and no impacts were substantially lessened. How then, are these three project alternatives reasonable?

The Reduced Project Alternative removed all retail/restaurant establishments from consideration and the impacts were still significant. Would reducing the project further (perhaps reducing the size of the proposed Home Depot or removing the garden center) result in avoiding or substantially lessening one or more of the significant effects? It is impossible for the reader to determine as this was not presented as a reasonable alternative.

54

The DEIR must include alternatives which could avoid or substantially lessen one or more of the significant effects. Failure to do so violates CEQA guideline 15126.6. This DEIR must be re-written, thoughtfully analyzed, and re-circulated for public review and comment prior to distribution of the FEIR.

55

Failure to Analyze All Reasonable Concerns Raised During the Scoping Process

On April 14, 2004 the City of Seal Beach expressed concerns that the NOP appeared to focus only on Long Beach, and does not appear to fully consider and evaluate the potential impacts to the City of Seal Beach, which is immediately adjacent. The City of Seal Beach specifically requested, "the traffic analysis impacts include those intersections within the City of Seal Beach which are impacted in accordance with the County of Orange Growth Management Standards." There is no mention of this in the Transportation and Circulation chapter of the DEIR.

56

The City of Seal Beach also requested, "discussion of the cumulative effects of traffic impacts on Pacific coast Highway, the I-405 Freeway, Westminster Avenue, 7th Street, and Studebaker Road at the County boundary line, and as far a distance from the County

57

boundary line as is appropriate given the criteria set forth in the County of Orange Growth Management Standards.” The DEIR failed to provide this analysis.

57

The City of Seal Beach also requested that the DEIR emphasize, “the vehicular access to the College Park West neighborhood in Seal Beach is through Studebaker Road and 7th Street. In addition, the reduced lane capacity of the Marina Drive Bridge should be reflected in the traffic analysis.” The DEIR failed to provide this analysis.

58

The DEIR must address and analyze all reasonable concerns raised during the scoping process. The DEIR must be re-written with accurate information, thoughtfully analyzed, and re-circulated for public review and comment prior to distribution of the FEIR

59

Summary and Conclusion

This document is not only poorly cited and referenced, it is very badly written. Analysis needed to justify impact significance is either totally inadequate, absent, or fundamentally incorrect. The DEIR failed to include all significance criteria from Appendix G, resulting in incomplete analysis. The DEIR failed to consistently analyze both the operation and construction phases of the Project. The DEIR failed to consistently analyze existing and cumulative conditions. The DEIR failed to sufficiently analyze the health risk effects associated with Project operation and construction. The DEIR failed to provide sufficient information about the Project alternatives to allow meaningful evaluation, analysis, and comparison to the proposed Project. The DEIR failed to include an alternative which could avoid or substantially lessen one or more of the significant impacts. The DEIR failed to analyze all reasonable concerns raised during the scoping process. The lead agency failed to follow CEQA guidelines 15087(c)(5) and make all documents referenced in the DEIR publicly available, though it had been requested of them on two occasions.

60

It is abundantly obvious that there was absolutely no internal review of the DEIR prior to distribution to the public. There were so many inconsistencies not just between sections but also within them, that the reader was completely unable to determine how impact significance was assumed. A statement would be made in one paragraph and then contradicted in the next paragraph. That is unacceptable.

Public participation is an essential part of the CEQA process. In this instance, the public was denied the right to comment meaningfully as the distributed DEIR was poorly cited and referenced, fundamentally lacking in analysis, and unable to be verified by the public. As the public did not receive a DEIR in which comment could be meaningfully provided, this DEIR must be re-written with accurate information, thoroughly analyzed, and redistributed for public and review and comment. The lead agency must also follow CEQA guideline 15087(c)(5) and make all documents referenced in the DEIR available for public review in a location readily accessible to the public during the lead agency’s normal working hours.

61

Please include me on the mailing list for any future distributions related to the Home Depot Project as I wish to be mailed full, complete copies of all documents distributed. I also trust that you will redact my personal contact information from this letter when the comment letters are made publicly available. Thank you.

Regards,

Heather Altman

Enclosure: Attachment A: Email Correspondences with the City of Long Beach Planning Department

Attachment B: California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective

Attachment A

Email Correspondence
with the
City of Long Beach Planning Department
Regarding the Availability of Referenced Documents in the
Draft EIR



Print - Close Window

Date: Fri, 3 Jun 2005 10:52:23 -0700 (PDT)
From: "Heather Altman"
Subject: Re: Home Depot Draft EIR - documents reference in the EIR
To: Jill_Griffiths@longbeach.gov
CC: Angela_Reynolds@longbeach.gov, Craig_Chalfant@longbeach.gov

Hello Ms. Griffiths,

I, too, remember our past conversations when I requested to see all of the documents referenced in the Draft EIR. I appreciate you tracking down copies of the documents referenced in the Draft EIR, as they are apparently not readily available to me otherwise.

As I stated in our previous communications, I would ultimately wish to see all of the referenced documents. However, I have not yet completed my review of the Draft EIR resource sections, so I do not have the exhaustive list of all page numbers where the references are cited.

I am willing to send my reference review request in piecemeal fashion, as this is apparently necessary to begin the reference review process. The references I am currently requesting reflect the author and year as listed in "Chapter 11, References." The provided page number is the page where the reference is cited. However, each reference may also be cited on other pages within the Draft EIR, and I would like to review all portions of each reference which may be cited throughout the Draft EIR.

- 1) Bolt, Beranek & Newman 1987 (p 4.9-20)
- 2) California Native Plant Society (p 4.3-8)
- 3) California State Department of Health Services 1976 (p 4.9-5)
- 4) Cyril M. Harris 1991 (p 4.9-3)
- 5) G. T. Jefferson 1991a and 1991b (p 4.4-1)
- 6) W.E. Miller 1971 (p.4.4-1)
- 7) U.S. Army Corps of Engineers 1987 (4.3-2)

Thank you for your assistance in this matter.

--- Jill Griffiths@longbeach.gov wrote:

> Dear Ms. Altman:
>
> Hello - yes, we've spoken twice on the phone in the
> past few weeks about
> the Home Depot Draft EIR. Regarding documents
> referenced in the EIR, we
> discussed that the various technical reports used to
> prepare the EIR could
> be found on-line as appendices at:
>
> <http://www.longbeach.gov/plan/pb/epd/er.asp>
>
> Regarding other resources or documents that are
> listed as references in
> the EIR, I asked you to send an e-mail listing the
> specific documents you
> would like to review so that we could locate them

> for you and bring them
 > to City Hall or tell you where you could go to
 > review them. As I
 > explained in both of our phone calls, such reference
 > documents might be at
 > the office of LSA, the environmental consultant who
 > prepared the Draft
 > EIR. Or, they could be documents that are on-line,
 > in another City
 > department, or at a regional public agency.

>
 > We would like to be more helpful but we need to know
 > which documents you
 > would like to review. Perhaps you could e-mail your
 > list of documents
 > with the corresponding page numbers where they are
 > cited in the Draft EIR.

>
 > Jill Griffiths
 > Community & Environmental Planning
 > Planning & Building Department
 > City of Long Beach
 > Direct line (562) 570-6191
 > Fax (562) 570-6610

>
 > Heather Altman
 > 06/01/2005 02:55 PM

>
 > To: jill_griffiths@longbeach.gov
 > cc:
 > Subject: Home Depot Draft EIR

>
 > Hi Jill,
 > We spoke earlier about the Home Depot Draft EIR
 > references. I've started going through the Draft EIR
 > and am wondering where the documents referenced in
 > the
 > draft DIR are available for review.
 > Thank you.

>
 > Heather Altman
 > "Great spirits have always encountered violent
 > opposition from mediocre
 > minds."

>
 > Discover Yahoo!
 > Use Yahoo! to plan a weekend, have fun online and
 > more. Check it out!
 > <http://discover.yahoo.com/>

Heather Altman
 "Great spirits have always encountered violent opposition from mediocre
 minds."

Discover Yahoo!

Find restaurants, movies, travel and more fun for the weekend. Check it out!

<http://discover.yahoo.com/weekend.html>

Attachment B

**California Environmental Protection Agency
California Air Resources Board**

**Air Quality and Land Use Handbook: A Community Health
Perspective**

Jean Stableford <jeanstable@verizon.net>

06/14/2005 10:23 AM

To: angela_reynolds@longbeach.gov

cc:

Subject: NO to HomeDepot

RE: Home Depot on Studebaker Rd.

Dear Angela,

We do not need another store like this in our community. We have more than necessary already.

Strip Mall after Strip Mall. Mostly very ugly. Lowes on Bellflower Blvd. is nearly empty whenever I visit it.. And Home Depot only slightly more busy. These store are only a fifteen minute or less drive from my house. This is to say nothing of the Targets, K-Marts etc. that are underutilized , but continue to multiply. Such planning by corporate board rooms is a mystery to me, but you must be on our side, the people who live in the community, and we do not want to see the little remaining open land used for this unworthy program.

Sincerely,

Jean Stableford

66264 Crystal Cove Drive

Long Beach, CA 90803

RICKAKERS1@aol.com

06/15/2005 11:28 AM

To: anreyno@longbeach.gov
cc:
Subject: HOME DEPOT

Dear Ms. Reynolds:

The attached PDF file contains full text of signed letter with comments and attachment re accidents on Loynes Avenue. I am also pasting my comment letter into this email.

Best regards,

Frederick E. Akers
470 Margo Ave.
Long Beach, CA 90803

Frederick E. Akers
470 Margo Ave.
Long Beach, CA 90803

June 15, 2005

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Boulevard, 7th floor
Long Beach, CA 90802
Phone 562-570-6357
e-mail to: anreyno@longbeach.gov
Fax 562-570-6068

RE: *Home Depot STUDEBAKER & LOYNES*

Dear Ms. Reynolds:

As a longtime homeowner and resident in Long Beach in the University Park Estates area, I am deeply concerned over the negative impacts of the proposed Home Depot development.

1. Traffic

a. Loynes Drive is notoriously unsafe and the recent fatality on Loynes shows that Loynes should not be used for access to the proposed development because of such obvious safety issues. Please review the attached articles about the most recent accident if you are not familiar with this notorious street.

b. Traffic to and from the proposed development will certainly cut through the University Park neighborhood and increase the amount of traffic passing Kettering Elementary School and on all the other streets. The streets are already in poor condition and the additional traffic will not help. In addition, there are safety and security concerns over the increased traffic through the neighborhood.

2. Runoff and sewage

The proposal is completely inadequate with respect to protecting the Alamitos Bay from parking lot runoff and for the disposal of sewage that will be generated by the development. The on-site facility that is supposed to handle this is not sufficiently described, engineered or specified to know if it will function. The "analysis" of the sewer system capacity rests on a one week sample of flow in one year, which is hardly representative. The survey does not address peak flows, which are the key issue in creating or preventing problems.

3. "Design Center" concept

Home Depot is not credible in claiming this development will be a Design Center. Home Depot says they need this development because they have so much business in Signal Hill, which is a typical Home Depot store and not a Design Center. Furthermore, there is no guarantee that Home Depot would maintain this development as a Design Center even

Angela Reynolds

RE: *Home Depot STUDEBAKER & LOYNES*

Page 2

if it did start out as such. In a report on the Loynes accident, City Traffic Engineers were concerned about lumber falling off of vehicles from the Home Depot, which should not be a concern if a Design Center is truly planned. Nor should it be necessary for a Design Center to be operating 24 hours per day. The developers and Home Depot are talking out of both sides of their mouth on this issue, or they would not be planning and requesting 24 hour operation and would agree to limited hours such as 10 - 9 for a Design Center.

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4. Zoning

This property is zoned for industrial use and there is no good reason to change it. The area is compatible with industrial uses, which would (1) generate far less traffic on Studebaker and surrounding streets and (2) would not require the use of Loynes Avenue at all, or (3) have traffic cutting through University Park.

8

5. Dubious Financial Benefit for City

The total costs of servicing this development for police and fire and other city services must be recovered from the property and sales taxes that would be generated. However, there is no analysis of these costs and revenues in the draft EIR. Where is this analysis?

9

Yours truly,


Frederick E. Akers

Attached local newspaper article(s)

LOYNES FATALITY

A 54-year-old Anaheim man died after he lost control of his pickup truck and crashed in the area of Loynes and Bixby Village drives.

Walter Walker was driving west on Loynes at a high rate of speed at about 8:45 a.m. Sunday when he lost control of his gray 2004 Toyota Tundra while trying to negotiate a curve, said Long Beach Police Officer Israel Ramirez. Walker's truck hit a raised center steel railing and rolled several times, Ramirez said.

APR 11, 2005

One-Car Accident On Loynes Drive Claims Life

Last Sunday, the latest in a series of accidents at the corner of Loynes Drive near Bixby Village Drive claimed a life.

Walter Walker, 54, of Anaheim, was killed in a single-car crash, according to the Long Beach Police Department.

He was driving his 2004 Toyota Tundra truck at a high rate of speed westbound on Loynes, according to the police report.

When Walker tried to negotiate the turn at Bixby Village Drive, he lost control of the vehicle, hit the center railing and the truck then rolled several times, according to police.

He was transported by paramedics to Memorial Medical Center where he was pronounced dead, according to the report.

Police still are investigating the incident and are asking people who may have information to call 570-7355.

Long Beach Police Department spokesman Greg Schirmer said there had been a number of accidents — both single car and with others involved — at the Loynes Drive intersection over the years.

He added that police have worked to slow speeds along that stretch of street.

ReynaAkers@aol.com
06/10/2005 02:35 PM

To: anreyno@longbeach.gov
cc: StopHomeDepot@aol.com
Subject: RE: HOME DEPOT PROJECT EIR

Frederick E. And Reyna M. Akers
470 MARGO AVE
LONG BEACH, CA 90803
Phone 562-430-1249 Fax 562-594-6841
Reynaakers@aol.com

June 5, 2005

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Boulevard, 7th floor
Long Beach, CA 90802
Phone 562-570-6357
email to: anreyno@longbeach.gov
Fax 562-570-6068 RE: HOME DEPOT PROJECT EIR - response due by June 15, 2005
Dear Ms. Reynolds:

I live at 470 Margo Ave. and I wish to register my complaints regarding the proposed EIR. I further believe that the city is not giving me the tax payer sufficient time to review such a large document over 1,000 pages of really flawed and unproven information. Please note my objection to the following topics.

1. TRAFFIC-

A study of five intersections is not appropriate, every resident in our association and those surrounding us will be affected. We have children that walk to our neighborhood school. We already have problems with citizens running the stop signs at 6th and Margo, 5th and Margo and Vista and Margo. Show us how our quality of life as we know it will not be affected by the increased traffic through our neighborhood, the studies done by LSA 12/2004 are in accordance to plans and codes from 1975, 1977, 1978, 1987, 1988 there was no study other than of LSA. Tell me how many dB does a truck hulling a full load of dirt make? How many trucks will go over our residential streets? Who will be in charge of repairing them when construction is finished? Have you seen figure 16 (direct travel routes through major arteries). Can we get police enforcement when citizens, neighbors and school guest, truckers run our stop signs? What will happen in front of our school during construction?

2. SEWER-

The report does not adequately address the sewer needs for this project or any other retailer that would be part of the home depot development. Most disturbing is that the sewers are addressed only by a draft letter copy that was sent to Mr. Larry Oaks Engineering Technician II at the Long Beach water department. Was a sewer permit issued? Table 1 City of Long Beach Sewer Manhole at Bixby Village Golf Course Parking Lot, 10-inch VCP. This study was done during the week of 12/12/2003-12/18/2003 which states that the peak allowable flows are 282 GPMs. Sewer study for the project by CGVL engineers states the development will have a peak sanitary flow discharge of 328 GPM and an average of 8.5 gpm. Was a decimal point left out? Does this study take into account the recent rain storms. A search of the historical data would prove this study is not a true picture of what happened during this past rain storm. Today's LBReport.com reports a malfunction at a L. A. County pump station near Studebaker Rd, how many times must we have closed beaches due to a sewage spill?

3. NOISE-

The noise we will hear will only be during the construction and grading period anticipated to take 8-

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10 months. Trucks and other heavy equipment will be moving approximately 58,950 cubic yards of material with a net of approximately 21,970 cubic yards being exported or trucked out. Roughly this translates to one football field 4 stories high of dirt and material to be moved in a one year period.

Margo Ave. at the intersection of 5th and Margo has a history of having windows vibrate and one original neighbor filed suit because the noise was so great and rattled her windows she and her husband need to have non rattling windows in their home. Yes, there are going to be monitors and logs kept who will monitor our home owners association? Realistically, how many trucks will it take to remove the tanks and contaminated dirt?

I, along with the rest of my neighbors object for the reasons of unanswered questions listed above, I am concerned that the sewer, traffic and noise issues have not been properly addressed. Nor is the city requiring sewer issues be dealt with prior to issuance of any kind of permits. Who will be responsible when the sewers back up? Who will be responsible for the children not learning the year of construction and grading? Should we close Kettering for the year? Margo residents refuse to be listed as "Cut-Through" Travel Route 3 which incidentally goes in front of the school as well as portion the portion of 5th street to Silvera.

I look forward to your response to my concerns as soon as possible.

Sincerely,

Frederick and Reyna Akers

470 Margo Ave. L. B. CA. 90803

cc: Major and Mayoral Candidates
All Long Beach City Council Members
Community

Angela Reynolds
06/13/2005 10:52 AM

To: Lisa Appling/CH/CLB@CLB
cc:
Subject: Proposed Home Depot Center

Angela Reynolds, AICP
Planning Officer
City of Long Beach
(562) 570-6357

----- Forwarded by Angela Reynolds/CH/CLB on 06/13/2005 10:51 AM -----



Kerrie Aley
<slowbolmonthelights
@verizon.net>

06/10/2005 03:30 PM

To: Angela_Reynolds@longbeach.gov.
cc:
Subject: Proposed Home Depot Center

Every day I hear about a real estate bubble in Southern California and the potential fallout when property values drop. The shopping center anchor is described as a Design Expo store-Increases in interest rates and drops in property values will hit this type of store hardest. If this store closes, the only replacement would have to be another big box store such as Wal-Mart, Target, and Home Depot hardware. Most of these chains have already saturated the area and there is an oversupply of this type of commercial real estate. The city lacks a cohesive traffic plan for developing this site, ?The Market Place? & the Marina Hotel. The density gets higher but there is no increase in budget for the LB Police Traffic Enforcement department. All development should include an increased budget for traffic enforcement. The traffic enforcement on the East side of LB is minimal. We have a huge problem with cut through semi-trailer truck traffic in Belmont Heights. Please raise your standards! Kerrie Aley(562)433-4642

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"MAUREEN SWAFFIELD"

<onenanmo@msn.com>

06/10/2005 01:38 PM

To:

<Angela_Reynolds@longbeach.gov>

cc:

Subject: Home Depot

Why would Long Beach need another Home Depot? There is one in Long Beach, one in Lakewood, one in Signal Hill? And I am probably missing additional stores in the surrounding areas. Long Beach is so built up when driving around sometimes it is hard to catch a breath. I am starting to feel claustrophobic. Why does Long Beach insist on developing every open piece of land? Enough is enough. I disagree with a new Home Depot being built in the Loynes area. Leave it empty.....

1

Regards,

Nanci Andersen

4100 E. 15th St.

Long Beach, CA 90804

Rec'd
6/2/05

411 Laurinda Ave
Long Beach, Ca 90803
May 27, 2005

Angela Reynolds
333 W. Ocean Blvd, 7th floor
Long Beach, CA 90802
RE: Home Depot Project

1 I am writing you to express my opposition to
the proposed Home Depot project at Longnes + Stadelbauer.

2 I believe this project will increase traffic
thru our neighborhood from both Longnes and 7th
Street among other undesirable consequences.

3 The best alternative use for this site would
be a public storage facility as suggested by
Planning Commissioner, Mr. Charles Greenberg.

4 I have to support the Seagort Marina
redevelopment in general because it will be an
improvement over the miserable existing improvements.

Sincerely,

Roga A. Anderson
411 Laurinda Ave
L.B. 90803

***Roger and Barbara Andries
311 Peralta Avenue
Long Beach, CA 90803***

Angela Reynolds, Environmental Planning Officer
City of Long Beach Department of Planning & Building
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Dear Ms Reynolds:

Comments have been requested regarding the Home Depot Draft EIR. It appears that the DEIR is flawed and draws conclusions based on exclusions.

Loynes Drive is to be one of the access arterial streets to Home Depot, yet, it was built as a low level collector street. The impaired condition of Loynes Drive is omitted from the EIR and the negative impact on the neighbors on Vista Street is ignored. Additionally, Loynes Drive probably has more citations written, as well as accidents, per mile driven than any other road in Long Beach. The added traffic on Loynes will exacerbate an already major problem. How many more law suits does the City need over this roller coaster road?

The proposed Seaport Marina project at 2nd Street and PCH with 425 residential units PLUS retail was omitted from the traffic study. Further, the EIR claims that our neighborhood will not be impacted by cut-through traffic. Motorists trying to go south on Studebaker Road from 7th Street (22 Frwy.) who are tired of waiting will, and do, use Silvera Avenue (Kettering Elementary) as an alternate route. This will also impact Bixby Village Drive. The EIR states that there will be increased week-end traffic (not including the Seaport Marina project) and Home Depot claims it's appealing to the "home improvement week-end warrior." This increased traffic on the week-ends is when the children are out playing and we're enjoying our neighborhood.

The EIR states that there will be significant impact to air quality from the Home Depot project. But Home Depot claims since we're in a nonattainment basin we have to live with the consequences. Long Beach is already rated as one of the top cities in the nation where cause of death is asthma, especially in children.

Home Depot will be opening either at 5 a.m. or 6 a.m., yet Home Depot claims this store will not attract contractors. Not only will it attract contractors but it will also attract itinerant workers.

The EIR states that there will be no impact on plants and animals, and, that Los Cerritos Channel does not appear to support any wetland. This is totally negligent, misleading and ignorant. It feeds the wetlands and bay. And, the project requires a local coastal development permit, Coastal Commission hearing, etc.

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Home Depot will be utilizing our sewer lines, which are already beyond 100% capacity. The city's Sewer and Sanitation Dept. is in our neighborhood once a month to pump our sewer lines. Also, the sewer line from the Home Depot project to our neighborhood will run underneath the Loynes Bridge. The consequences of a ruptured sewer line into Los Cerritos Channel would be disastrous.

12

The \$2.5 million tax revenue to be generated over a 5 year period will be off-set by the additional police, fire and sewer services. The EIR states "The project will increase the number of on-site visitors and employees, which can result in an increase in calls for emergency fire and medical services." "The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries..." Downtown Engine 101 has already been pulled from service to save the city \$450,000 annually.

13

The City's Strategic Plan study group concluded that a technical and professional office complex is best suited to the site. This would at least alleviate the week-end traffic. Mr Charles Greenberg, Planning Commissioner, suggested a public storage facility. This would be a viable alternative since Studebaker Storage is at 100% capacity and has a waiting list.

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Thank you for considering these comments

Sincerely

Roger and Barbara Andries

Dear Ms. Reynolds:

I am writing in regard to the Draft Environmental Impact Report-Proposed Home Depot Development on Studebaker Road and Loynes Drive.

I have lived in Long Beach for the past fifty-four years, I have always felt that Long Beach had special regard for the benefit of open spaces within our city. My father was part of the original Lakewood Plaza group who had the vision to preserve El Dorado Park for the people. The joy of walking through the Nature Center is a great example of nurturing land use for the spirit of people who are locked into the concrete of the city.

Please don't destroy the wetland that is the Los Cerritos Channel. We do not need another Home Depot. We desperately need the little bit of nature remaining in our increasingly congested area.

Thank you,

Marianne Appel

Marianne and Sam Appel

304 Sandpiper Dr.

L.B. 90803

Donna Austin

6244 Golden Sands Drive
Long Beach, CA 90803
(652) 430 7822



June 10th, 2005

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds,

RE: *Draft environmental impact report—proposed Home Depot development on Studebaker Road and Loynes Drive*

As an affected Long Beach resident, I am opposed to the above project for the following reasons:

1. *Increased traffic.* Loynes Drive ("the rollercoaster") is dangerous. Although the speed limit is posted at 35mph, *most* vehicles that use the street exceed that limit. Accidents are frequent. It is easy to lose control of a vehicle on Loyne's uneven surfaces. For example, in the past week there have been at least two major accidents on Loynes; one was fatal. According to one police officer, the street is sought out by young drivers for joyriding. The traffic on Loynes needs to be *controlled and minimized* to prevent future injuries and deaths.
2. *Wetland destruction.* The trade-off of having an additional Home Depot—that I don't feel we need in our area—and destroying the wetlands is easy to make: I prefer the wetlands. The nearby Orange County Boca Chica wetlands is a well appreciated and much-visited nature sanctuary. I would gladly suffer the long drive to Home Depot in exchange for an eco-park.
3. *Toxic dump leakage.* I understand that there is a toxic waste dumpsite along Studebaker near Loynes. This construction could cause the dumpsite to leak.

In summary, the certainty of increase traffic and wetland destruction plus the risk of toxic waste leakage convinces me of one thing: *I do not want a Home Depot on the corner of Studebaker and Loynes.*

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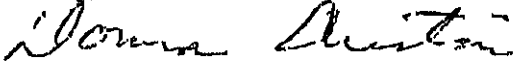
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I urge you to act in a way to protect the quality of life for me and other local residents.

↑₄

Sincerely,



Donna Austin
6244 Golden Sands Drive
Long Beach, CA 90803

Cc: Council Member Frank Columbia
Planning Commissioners:
Charles Greenberg, Chairman
Leslie Gentile
Matthew Jenkins
Mitch Rouse
Nick Sramek
Morton Stuhlberg
Charles Winn

June 7, 2005

Angela Reynolds
333W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Subject: Home Depot Center on Loynes Dr.

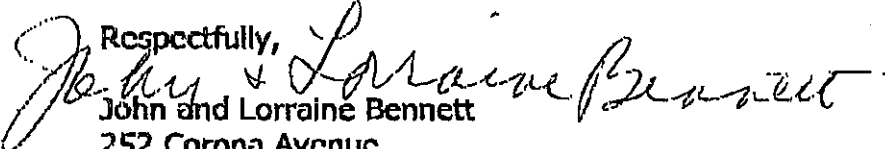
Dear Ms. Reynolds:

We live in the Shore and have a concern regarding the idea of another large retail center in an already congested area. The ride down Second Street and up Studebaker to get onto the freeways is long because of bumper-to-bumper traffic on most days. I just cannot image how developers and planners think a plan that relies on "synchronized traffic lights" and other "technology" (LB Business Journal) will make things work. To cross the corner of PCH and Second is usually a two, sometimes three, traffic light wait on a Saturday or Sunday, having a Home Depot around the corner will be, in my opinion, a nightmare.

I like Home Depot and have no problem driving to Signal Hill or Huntington Beach. I wonder why everything has to be around the corner. The corner can only handle so much. Plus, do we need another Quiznos, Gap, Jamba Juice or some other ubiquitous chain store? We have eateries and such at the Marketplace, near Wild Oats and in Marina Pacifica to chose from. We are also concerned with large trucks coming in and out of a Home Depot Expo. I see it is reported that contractors will not be frequenting it, but come on, the Expos do sell large home improvement items and trucks will have to be a necessity. Has the idea of a business park come up at all for that site? Clean industry and business would bring in revenue, produce less cars and jobs as well. Just a thought on an alternative to retail.

It appears to us that our quality of life is being sold out, I believe, to developers who don't have to live here and deal with the aftermath their "designer" sites bring. Most communities have destroyed their identities with mediocre strip malls and shopping sites just for the sake of sales tax revenue. I urge the city of Long Beach not to fall into this irreversible trap. The money will not nearly be worth it for all the congestion and grief it will cause.

Respectfully,


John and Lorraine Bennett
252 Corona Avenue
Long Beach, CA 90803

5th Street
LONG BEACH, CA 90803

June 5, 2005

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Boulevard, 7th floor
Long Beach, CA 90802
Phone 562-570-6357
email to: anreyno@longbeach.gov
Fax 562-570-6068

**RE: HOME DEPOT PROJECT EIR -
response due by June 15, 2005**

Dear Ms. Reynolds:

I live at 624 1st Street and I wish to register my complaints regarding the proposed EIR. I further believe that the city is not giving me the tax payer sufficient time to review such a large document over 1,000 pages of really flawed and unproven information. Please note my objection to the following topics.

1. TRAFFIC-

A study of five intersections is not appropriate, every resident in our association and those surrounding us will be affected. We have children that walk to our neighborhood school. We already have problems with citizens running the stop signs at 6th and Margo, 5th and Margo and Vista and Margo. Show us how our quality of life as we know it will not be affected by the increased traffic through our neighborhood, the studies done by LSA 12/2004 are in accordance to plans and codes from 1975, 1977, 1978, 1987, 1988 there was no study other than of LSA. Tell me how many dB does a truck hulling a full load of dirt make? How many trucks will go over our residential streets? Who will be in charge of repairing them when construction is finished? Have you seen figure 16 (direct travel routes through major arterics). Can we get police enforcement when citizens, neighbors and school guest, truckers run our stop signs? What will happen in front of our school during construction?

2. SEWER-

The report does not adequately address the sewer needs for this project or any other retailer that would be part of the home depot development. Most disturbing is that the sewers are addressed only by a draft letter copy that was sent to Mr. Larry Oaks Engineering Technician II at the Long Beach water department. Was a sewer permit issued? Table 1 City of Long Beach Sewer Manhole at Bixby Village Golf Course Parking Lot, 10-inch VCP. This study was done during the week of 12/12/2003 - 12/18/2003 which states that the peak allowable flows are 282 GPMs. Sewer study for the project by CGVI engineers states the development will have a peak sanitary flow discharge of 328 GPM and an average of 8.5 gpm. Was a decimal point left out? Does this study take into account the recent rain storms. A search of the historical data would prove this study is not a true picture of what happened during this past rain storm. Today's L.BReport.com reports a malfunction at a L. A. County

pump station near Studebaker Rd, how many times must we have closed benches due to a sewage spill?

3.NOISE-

The noise we will hear will only be during the construction and grading period anticipated to take 8-10 months. Trucks and other heavy equipment will be moving approximately 58,950 cubic yards of material with a net of approximately 21,970 cubic yards being exported or trucked out. Roughly this translates to one football field 4 stories high of dirt and material to be moved in a one year period. Margo Ave. at the intersection of 5th and Margo has a history of having windows vibrate and one original neighbor filed suit because the noise was so great and rattled her windows she and her husband need to have non rattling windows in their home. Yes, there are going to be monitors and logs kept who will monitor our home owners association? Realistically, how many trucks will it take to remove the tanks and contaminated dirt?

I, along with the rest of my neighbors object for the reasons of unanswered questions listed above, I am concerned that the sewer, traffic and noise issues have not been properly addressed. Nor is the city requiring sewer issues be dealt with prior to issuance of any kind of permits. Who will be responsible when the sewers back up? Who will be responsible for the children not learning the year of construction and grading? Should we close Kettering for the year? 5th Street residents refuse to be listed as "Cut-Through" Travel Route 3 which incidentally goes in front of the school as well as portion the portion of 5th street to Silvera.

I look forward to your response to my concerns as soon as possible.

Sincerely,

Barbara Blackwell

6247 5th Street L. B. CA. 90803

Attachment Figure 16

cc: Major and Mayoral Candidates
All Long Beach City Council Members
Community

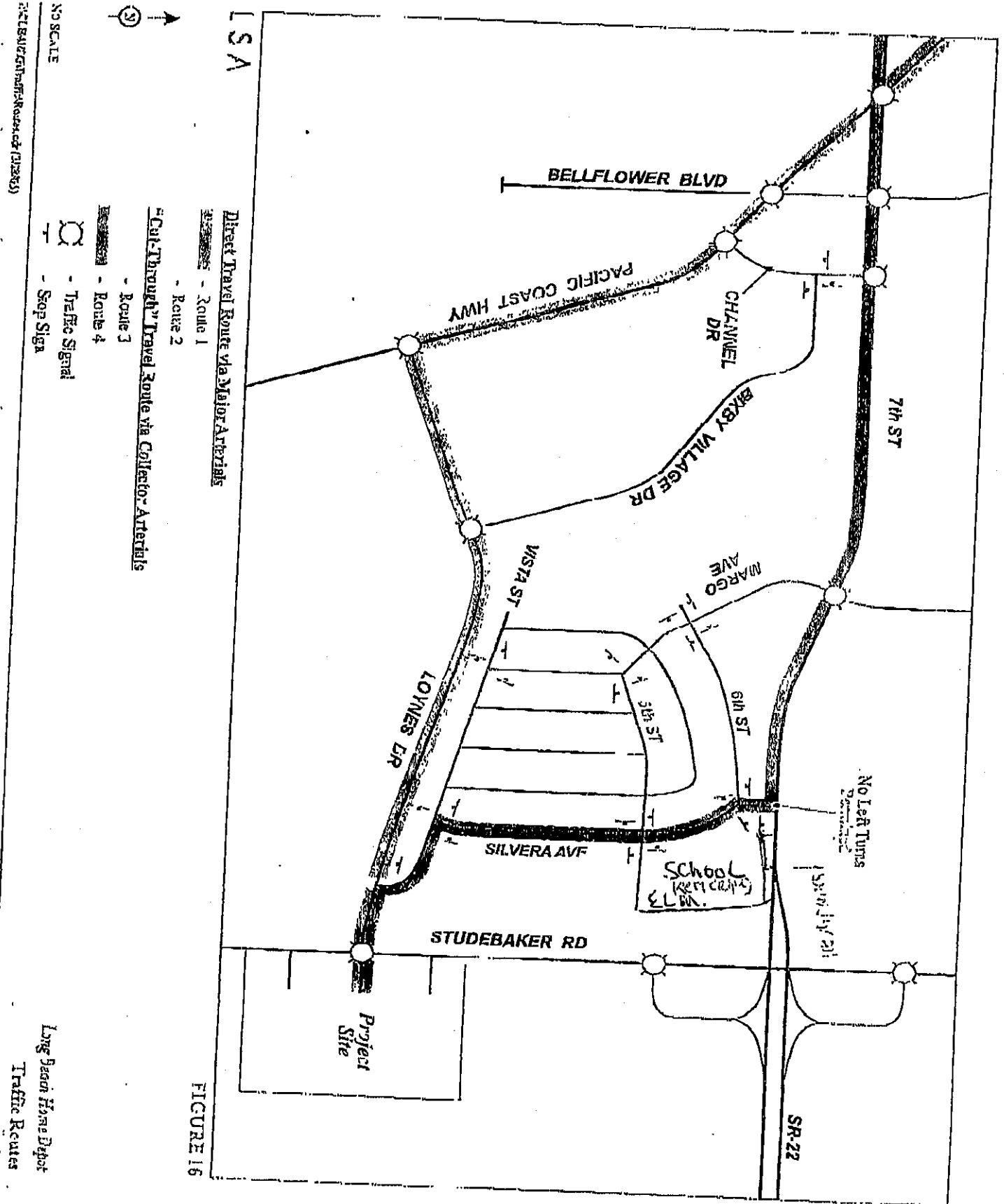


FIGURE 16

Phyllis A. Blatz
6274 E. Marina View Drive
Long Beach, CA 90803

June 4, 2005

Angela Reynolds
 Environmental Planning Officer
 333 W. Ocean Blvd. 7th Floor
 Long Beach, CA 90802

Dear Ms. Reynolds;

**RE: DRAFT ENVIRONMENTAL IMPACT REPORT - PROPOSED HOME
 DEPOT DEVELOPMENT ON STUDEBAKER ROAD & LOYNES DRIVE.**

As a retired resident of Belmont Shores Mobile Estates, I am vitally concerned about the future development plans for the property on Studebaker Road, immediately southeast of my home, and the impact it indicates for access to my property and the disturbance of the adjacent wetlands. 1

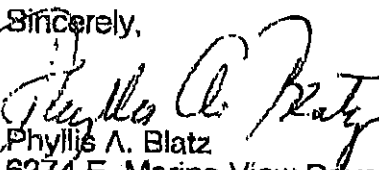
Within the past month, there have been at least three major vehicle accidents on Loynes Drive, which have resulted in major property damage and minor injuries to drivers. This would be the major access route to the proposed Home Depot center at the intersection of Studebaker Road. I am extremely concerned about the safety of residents entering and leaving the Belmont Shores Mobile Estates at the intersection of Bixby Drive if traffic is incrementally increased, as it certainly would be. It is quite common to have a backup of cars at the traffic signal because of security restrictions in entering the park. Additional traffic would only exacerbate this situation, and there is no solution proposed to alleviate the problem. 2

Although the EIR report failed to cite any threat to wildlife on the wetlands which corner Loynes and Studebaker on the southwest side, I would challenge that report. Any increase in traffic and congestion at that intersection would undoubtedly have an adverse affect on native vegetation, animals and birds that inhabit that area. 3

We do not need another home improvement center, nor franchise restaurants. We have immediate access to other centers and a plethora of gourmet and takeout food centers in the area which appeal to a variety of appetites. 4

I urge you to support the maintenance of an established quality of life in the east Long Beach area and oppose any unnecessary effort to intrude upon the natural beauty of the area.

Sincerely,


 Phyllis A. Blatz
 6274 E. Marina View Drive
 Long Beach, CA 90803

c/ Frank Colonna, Charles Greenberg, Leslie Gentile, Matthew Jenkins, Mitch Rouse,
 Nick Sramek, Morton Stuhlbarg, Charles Winn.

May 9, 2005

Angela Reynolds
7th Floor
333 W. Ocean Blvd
Long Beach, Ca 90802

Dear Ms. Reynolds,

I believe the proposed commercial development of Home Depot at Studebaker Road and Loynes Drive in east Long Beach would be a terrible mistake for the residents of east Long Beach.

The traffic in this area is all ready severely congested and putting a commercial/business establishment in an already congested traffic area would not be a wise move. In addition to the air quality produced by the 405 Freeway and the electrical plants, the added cars and trucks would add up to very poor living conditions for the families in the area, *regardless of any change to Studebaker Rd / Loynes drive / Westminster Blvd,* This area should be preserved and protected as an attractive residential area and kept free of traffic jams and air quality threats.

Robert C. Blowers

Robert C. Blowers
6301 Eliot Street
Long Beach, CA 90803

PS. A more appropriate use would be park land / open space as Long Beach has too little of that at this time.

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

June 10, 2005

P-15

Dear Ms. Reynolds:

I live at 6301 Eliot Street in University Park Estates and wish to comment upon the proposed Home Depot EIR and the general overall situation.

EIR:

I do not feel that this document sufficiently addresses noise and traffic impact not only around the proposed location, nor all of the routes potentially used for access to that facility. Loynes Drive is not suitable for heavy traffic as shown by numerous traffic accidents and the recent death that have occurred on it. The street itself has been sinking since it was constructed, has been "repaired" many times and currently is sinking as we write. Truck traffic would demolish it in a short time. Studebaker Road already is in deep trouble during the morning and evening rush hours and the various proposals to connect it to Coast Hwy., re-stripe various intersections, etc., do not sufficiently address the many problems. Obviously, University Park traffic problems have been brushed aside as of no importance to Home Depot or the City.

In the same manner potential late night noise and light problems from the proposed Home Depot have not been addressed other than to issue a "comment" that Home Depot would work to reduce such noise and light pollution.

On the issue of mitigation, the strip of land next to Kettering Elementary School has had many proposed uses in the past and all have been abandoned due to location. This strip of land is within inches of the 7th Street on ramp to both the 405 and 605 freeways and would be of little or no use as "open" space. It reminds me of the "Park" in the center of the Traffic Circle which cannot and would not be used for any open space purpose.

I do hope that the city owned approximately 5 acre parcel at the corner of Westminster and Studebaker is NOT part of this proposal. A much more appropriate use for the land involved in the entire proposal would be park land and open space.

Another issue of great worry to all in this area concerns exposure of the very young children attending Kettering to additional transients of unsavory character being offered access to these kids which could result in molesting, kidnapping, etc., we are in an affluent area. A significant increase in crime is also cause for worry. This issue has not been addressed at all.

Home Depot

I have personally visited and shopped at Home Depot and Expo and have found that there are large numbers of pickup and larger trucks always moving thru these establishments and that dozens or more transient workers are milling around looking for work. The conditions presented by such a high traffic volume operation would adversely affect our quality of life as well as property values. I believe that all of these and other issues must be resolved in a manner satisfactory to the people who live in this area.

Sincerely;

Robert C. Blowers
6301 Eliot Street
Long Beach CA 90803

"Blumenthal, Joe L SOPUS"

<joe.blumenthal@shell.com>

06/14/2005 11:25 AM

To: <Angela_Reynolds@LongBeach.gov>

cc: <m.stuhlbarg@siscopproducts.com>,
<matthew.jenkins@sdd-inc.com>,
<leslie_gentile@fernaldesign.com>, "Charles Greenberg,
Chariperson" <seegee@charter.net>, "Mitchell Rouse"
<msrouse@charter.net>, "Nick Sramek"
<nicholas.sramek@aero.org>, "Charles Winn"
<srcbwinn@aol.com>

Subject: Objections to Home Depot DEIR 6-14-05

First let there be no mistake: I am adamantly opposed to the proposed Home Depot development projected to be built at Studebaker and Loynes.

There are numerous reasons for this, but one of the main reasons is that Loynes drive is a dangerous road, made obvious by the fact that there have been an large number of accidents there. I don't have numbers, but it is common knowledge, and I personally see new skid marks going off the road almost every weekend. You cannot possibly dispute that this is a dangerous road, especially considering the recent fatality there. But yet this will be a main road in and out of the proposed project.

Given this and the fact that I live on Vista, I personally would not be nearly opposed to the project should Loynes be redesigned into a local only street, or closed to through traffic for that matter. I would welcome the reduction in noise, smog, and risk of my physical being by such a move. The idea of increased traffic congestion and the associated unhealthy by products that will naturally occur from development of this project is very distasteful to me.

Furthermore, if following information is true, as borrowed from Janice Dahl, then the study for this report is seriously flawed, and therefore I object to the proposed project.

The impaired condition of Loynes Drive is omitted from the EIR and the negative impact on the neighbors on Vista Street is ignored. According to EPAC, East Police Advisory Committee, the Long Beach Police Dept. is very concerned about Loynes Drive and is considering converting it to one lane each way.

The proposed Seaport Marina project at 2nd Street and PCH with 425 residential units **PLUS** retail was omitted from the traffic study. **(This is shameful that this would not be considered.)**

Further, the EIR claims that our neighborhood will not be impacted by cut-through traffic *The traffic study for University Park Estates has only begun, the 2nd week of June; this is months after the completion of the DEIR! This is when the university and Kettering Elementary 5th grade is out for summer break!* The traffic study is being conducted at the ebb of our traffic season. (So since the study has not even taken place, and when it does take place is not reflective of the true traffic flow for most of the year, the EIR does not address this issue. How could there be conclusions already? Also the condition of Studebaker approaching Westminster was not considered. This is a bad road too.)

The EIR states that there will be significant impact to air quality from the Home Depot project. But HD claims since we're in a nonattainment basin we have to live with the consequences. Long Beach is already rated as one the top cities in the nation where cause of death is asthma, especially in children. The Press Telegram reported about the "fugitive dust" impacting the neighborhoods. **(I object to this conclusion that we have to live with the consequences here. Significant impact to air quality is serious, and I object.)**

Home Depot will be opening either at 5 a.m. or 6 a.m., yet HD claims this store will not attract contractors. Not only will it attract contractors but it will also attract itinerant workers. **(Home Depot CATERS to contractors. Go to the store, see the adds, I have, so I suppose the only conclusion here is that Home Depot is lying. Therefore you cannot believe any of their other statements.)**

The EIR states that there will be no impact on plants and animals, and, that Los Cerritos Channel does not appear to support any wetland. This is totally negligent, misleading and ignorant. (I agree with Janice here for the reason below.) Home Depot will be utilizing our sewer lines, which are already beyond 100% capacity. The city's Sewer and Sanitation Dept. is in our neighborhood **once a month to pump** our sewer lines. The county's dept is in our neighborhood once a month injecting a chemical to neutralize the sewer odor. **According to The County Sanitation Districts of Los Angeles County, our 45 year old 8" residential sewer lines are not capable of handling and were never designed for commercial utilization.** Also, the sewer line from the HD project to our neighborhood will run underneath the Loynes Bridge. The consequences of a ruptured sewer line into Los Cerritos Channel would be disastrous. Last week-end, the same as of the fatality on Loynes Drive, there was a raw sewage spill into Los Cerritos Channel. As reported in LBReport.com **"LB's Dept of Health & Human Services says a sewage spill believed to have stemmed from an L.A. County facility on Studebaker Road sent raw sewage onto Studebaker Road and in the Los Cerritos Cannel (which empties into the Marine Stadium area [and wetlands], causing officials of LB's Dept of Health and Human Services to close some LB area beaches in the Alamitos Bay area-Marine Stadium and Mother's Beach and vicinity..."** (The potential for a spill because of the additional sewer lines is real and serious. Why was it not addressed in the study? I object. Also, I have vibrations in my house from the sewer being pumped out of "the hole". Increasing this objectionable as well.)

The \$2.5 million tax revenue to be generated over a 5 year period will be off-set by the additional police, fire and sewer services.

The EIR states **"The project will increase the number of on-site visitors and employees, which can result in an increase in calls**

for emergency fire and medical services." **"The nature of the proposed project will also lead to an increase in the number of**

people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries..." Downtown Engine 101 has already been pulled from service to save the city \$450,000 annually. **(This is to generate less than \$500,000 a year in tax revenue??? It's not worth it. With just a little bit of thinking one can easily evaluate the situation and predict that the city would spend more in services to that area than it receives in return!!!! Increased police and fire calls, sewage use, street use.....)**

The city's Strategic Plan study group concluded that a technical and professional office complex is best suited to the site. This would at least alleviate the week-end traffic. Mr. Charles Greenberg, Planning Commissioner, suggested a public storage facility. This would be a viable alternative since Studebaker Storage is at 100% capacity and has a waiting list.

MARGO AVE
LONG BEACH, CA 90803

June 5, 2005

City of Long Beach
Angela Reynolds, Environmental Officer
333 W. Ocean Boulevard, 7th floor
Long Beach, CA 90802
Phone 562-570-6357
email to: anreyno@longbeach.gov
Fax 562-570-6068

**RE: HOME DEPOT PROJECT EIR -
response due by June 15, 2005**

Dear Ms. Reynolds:

I live at 410 Margo Ave. and I wish to register my complaints regarding the proposed EIR.

I further believe that the city is not giving me the tax payer sufficient time to review such a large document over 1,000 pages of really flawed and unproven information. Please note my objection to the following topics.

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pump station near Studebaker Rd, how many times must we have closed beaches due to a sewage spill?

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3. NOISE:

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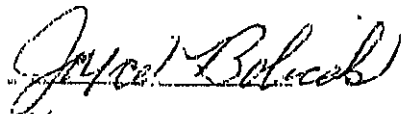
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5

I look forward to your response to my concerns as soon as possible.

6

Sincerely,



412 Margo Ave. L. B. CA. 90803

Attachment Figure 16

cc: Major and Mayoral Candidates
All Long Beach City Council Members
Community

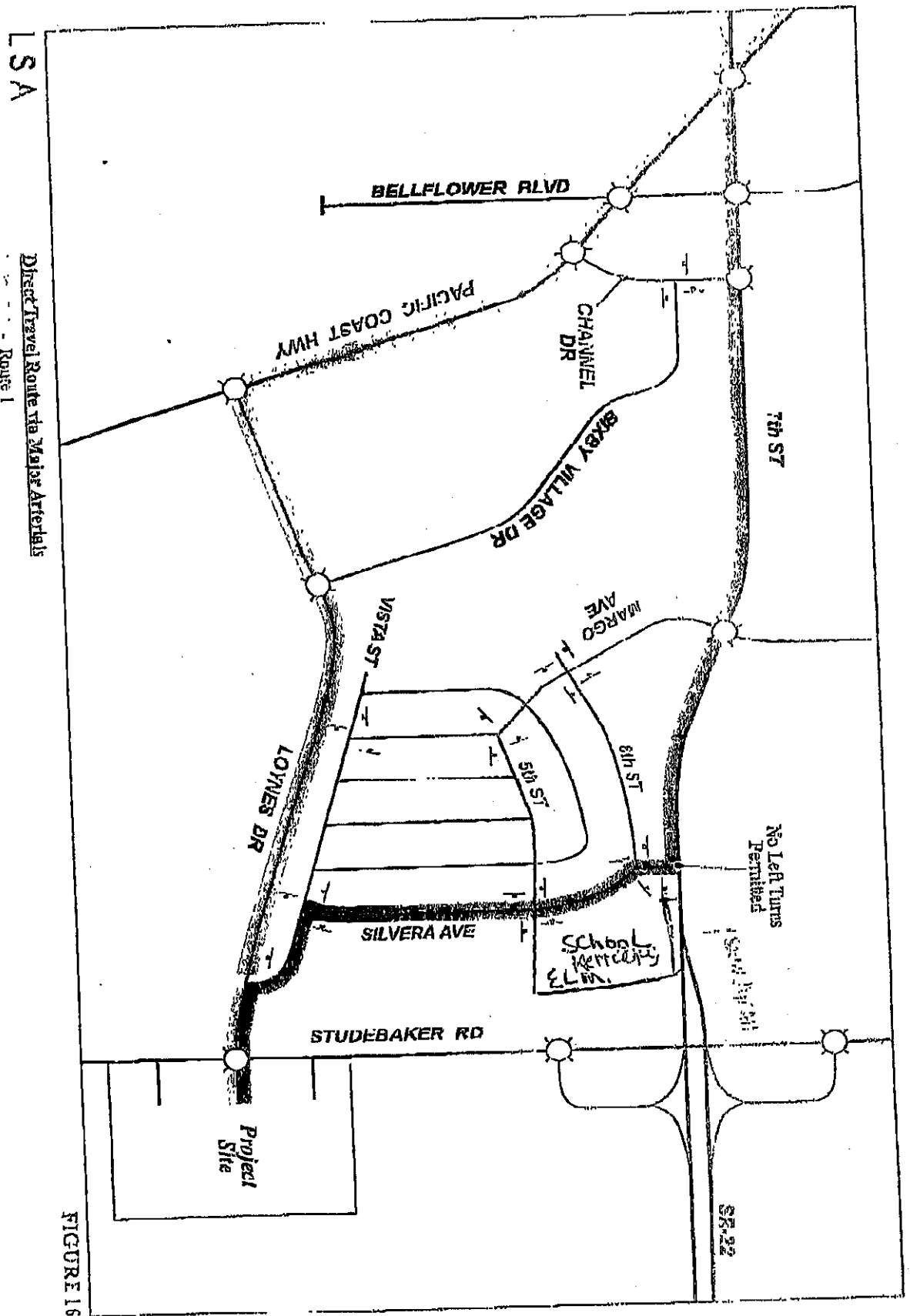


FIGURE 16



NO SCALE

PC-12.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.101.102.103.104.105.106.107.108.109.110.111.112.113.114.115.116.117.118.119.120.121.122.123.124.125.126.127.128.129.130.131.132.133.134.135.136.137.138.139.140.141.142.143.144.145.146.147.148.149.150.151.152.153.154.155.156.157.158.159.160.161.162.163.164.165.166.167.168.169.170.171.172.173.174.175.176.177.178.179.180.181.182.183.184.185.186.187.188.189.190.191.192.193.194.195.196.197.198.199.200.201.202.203.204.205.206.207.208.209.210.211.212.213.214.215.216.217.218.219.220.221.222.223.224.225.226.227.228.229.230.231.232.233.234.235.236.237.238.239.240.241.242.243.244.245.246.247.248.249.250.251.252.253.254.255.256.257.258.259.260.261.262.263.264.265.266.267.268.269.270.271.272.273.274.275.276.277.278.279.280.281.282.283.284.285.286.287.288.289.290.291.292.293.294.295.296.297.298.299.300.301.302.303.304.305.306.307.308.309.310.311.312.313.314.315.316.317.318.319.320.321.322.323.324.325.326.327.328.329.330.331.332.333.334.335.336.337.338.339.340.341.342.343.344.345.346.347.348.349.350.351.352.353.354.355.356.357.358.359.360.361.362.363.364.365.366.367.368.369.370.371.372.373.374.375.376.377.378.379.380.381.382.383.384.385.386.387.388.389.390.391.392.393.394.395.396.397.398.399.400.401.402.403.404.405.406.407.408.409.410.411.412.413.414.415.416.417.418.419.420.421.422.423.424.425.426.427.428.429.430.431.432.433.434.435.436.437.438.439.440.441.442.443.444.445.446.447.448.449.450.451.452.453.454.455.456.457.458.459.460.461.462.463.464.465.466.467.468.469.470.471.472.473.474.475.476.477.478.479.480.481.482.483.484.485.486.487.488.489.490.491.492.493.494.495.496.497.498.499.500.501.502.503.504.505.506.507.508.509.510.511.512.513.514.515.516.517.518.519.520.521.522.523.524.525.526.527.528.529.530.531.532.533.534.535.536.537.538.539.540.541.542.543.544.545.546.547.548.549.550.551.552.553.554.555.556.557.558.559.560.561.562.563.564.565.566.567.568.569.570.571.572.573.574.575.576.577.578.579.580.581.582.583.584.585.586.587.588.589.590.591.592.593.594.595.596.597.598.599.600.601.602.603.604.605.606.607.608.609.610.611.612.613.614.615.616.617.618.619.620.621.622.623.624.625.626.627.628.629.630.631.632.633.634.635.636.637.638.639.640.641.642.643.644.645.646.647.648.649.650.651.652.653.654.655.656.657.658.659.660.661.662.663.664.665.666.667.668.669.670.671.672.673.674.675.676.677.678.679.680.681.682.683.684.685.686.687.688.689.690.691.692.693.694.695.696.697.698.699.700.701.702.703.704.705.706.707.708.709.710.711.712.713.714.715.716.717.718.719.720.721.722.723.724.725.726.727.728.729.730.731.732.733.734.735.736.737.738.739.740.741.742.743.744.745.746.747.748.749.750.751.752.753.754.755.756.757.758.759.760.761.762.763.764.765.766.767.768.769.770.771.772.773.774.775.776.777.778.779.780.781.782.783.784.785.786.787.788.789.790.791.792.793.794.795.796.797.798.799.800.801.802.803.804.805.806.807.808.809.810.811.812.813.814.815.816.817.818.819.820.821.822.823.824.825.826.827.828.829.830.831.832.833.834.835.836.837.838.839.840.841.842.843.844.845.846.847.848.849.850.851.852.853.854.855.856.857.858.859.860.861.862.863.864.865.866.867.868.869.870.871.872.873.874.875.876.877.878.879.880.881.882.883.884.885.886.887.888.889.890.891.892.893.894.895.896.897.898.899.900.901.902.903.904.905.906.907.908.909.910.911.912.913.914.915.916.917.918.919.920.921.922.923.924.925.926.927.928.929.930.931.932.933.934.935.936.937.938.939.940.941.942.943.944.945.946.947.948.949.950.951.952.953.954.955.956.957.958.959.960.961.962.963.964.965.966.967.968.969.970.971.972.973.974.975.976.977.978.979.980.981.982.983.984.985.986.987.988.989.990.991.992.993.994.995.996.997.998.999.1000.

Long Beach Home Depot
Traffic Routes

5/7/05

attn. Angela Reynolds

Regarding the "oil tank" farm and the property at Studenaker and Loynes Dr. projects, I greatly oppose this idea due to the fact of the increased traffic that it will bring.

Even now, weekdays at Second Second St and F.C.H at 5pm-6pm, it can take three lights to pass through this intersection.

Sincerely
Pete Brown

June 6, 2005

Paul Buika
6268 E. Vista Street
Long Beach, CA 90803
562-596-6294

Angela Reynolds, Environmental Planning Officer
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802
562-570-6357

Re: DEIR Home Depot - Studebaker and Loynes

Angela:

I am a resident and homeowner in University Park Estates. My family and I live on Vista Street which parallels Loynes Drive. We will most definitely be affected by the Home Depot project mostly from an increased traffic and noise standpoint.

We have been homeowners on Vista for over eight years now and have witnessed a definite increase in noise from cars traveling along Loynes. The increase in traffic along Loynes has most likely come about due to new housing developments west of PCH along Loynes Drive. Many of these residents access the freeways via traveling east along Loynes then north to Studebaker and the freeway access.

I am surprised that the Home Depot DEIR prepared by LSA is rather weak regarding the noise study, especially when this is a critical feature. Only a handful of noise monitors were utilized and placement of these monitors appears quite questionable. Not a single noise monitor was placed along Loynes, one of the two main access routes for the proposed project. The closest monitor was along the greenbelt at a distance of several hundred yards from Loynes. This is not a true representation of the noise problem along Loynes. As stated in the DEIR, the homes along Loynes (i.e. homes that front Vista Street) are approximately four feet below the actual road level. Most homeowners along Loynes have a six foot wall, thus in effect only have a two foot barrier between Loynes and their homes, hardly enough to block traffic noise. The Home Depot project obviously will create a significant increase in traffic and noise along Loynes, thus adding significantly to the noise problem for homeowners along Loynes.

The DEIR indicates that the Home Depot project will not have a significant impact on the surrounding neighborhood regarding traffic and noise. I find this hard to believe especially when the DEIR avoids the problem by not placing a single noise monitor along Loynes. It is also interesting that the only noise mitigation proposed by the DEIR is to place a six foot plexiglass wall along Studebaker directly outside the dining patio of the project's proposed restaurant, so that their diners can enjoy less noise. The project will significantly increase traffic and noise along Loynes, yet no noise mitigation is proposed for homeowners along Loynes Drive. I personally brought up the idea of placing a sound wall along Loynes with a LSA representative

at a meeting held at Kettering Elementary School, however, this idea apparently was dismissed from the DEIR.

A sound wall of concrete block or plexiglass or a combination of the two along Loynes would go a long way towards helping reduce some of the noise that would be generated from increased traffic created by the project. This is a small request for a project this size. If the City finds in favor for a sound wall, they should also request the Home Depot developer maintain the wall. The homeowners along Loynes most likely would be the most affected group regarding noise increase if this project proceeds. It is hard to back the Home Depot project when they apparently are making no attempt to mitigate a significant noise problem that will be created.

Another significant problem along Loynes is that an extraordinary number of accidents occur, including one that caused Loynes to be shut down for 4-5 hours on Sunday June 5th. Increased traffic due to the Home Depot project will almost certainly mean an increase in accidents along Loynes. Something needs to be done along this road other than trying to "flatten" out the numerous large dips in the road which cause vehicles traveling much faster than the 35 MPH speed limit to become "airborne" and crash.

Thank you for the chance to respond to the DEIR.

Sincerely,



Paul Buika

Lv2breathe@aol.com
06/13/2005 09:46 AM

To: Angela_Reynolds@LongBeach.gov
cc: Lv2breathe@aol.com
Subject: H0me Depot on Loynes

I am a resident who lives in College Park Estates near the proposed area for Home Depot.

1

I am very concerned about the environmental consequences of building home depot there.

I am concerned about the sewage capacity. Any taxes garnered from Home Depot will have to be put into upgrading the sewage disposal to handle the added burden.

2

Loynes is already no stable. Any additional traffic would be the cause of more repairs and damage.

3

What will it do to the children going to and from school from Kettering? There will be more traffic and danger for them.

4

Also, the wetlands. Already too much has been built upon. We can't keep taking more and more of this land...it will never come back if we do.

5

Please do not allow Home Depot to build there. We already have enough Home Improvement stores in the area.

6

Kristina Cahill

*Ruth Cahill
6301 Eliot Street
Long Beach, California 90803*

May 11, 2005

Angela Reynolds
7th Floor
333 W. Ocean Blvd
Long Beach, Ca 90802

Dear Ms. Reynolds,

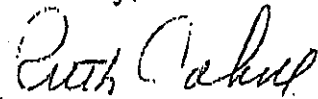
I am very concerned about the proposed development of Home Depot on Studebaker Road and Loynes Drive in Long Beach.

A commercial development like that would produce severe traffic problems in the area and would be an air and safety threat to the children at Kettering Elementary School which is nearby on Silvera Avenue. I am extremely concerned about the traffic cutting through University Park Estates from E. 7th Street and zooming by Kettering School during the day to shop at Home Depot.

The traffic on Westminster Blvd, Studebaker Road, Loynes Drive and E. PCH Highway in my mind would produce an Iron Square perhaps worse than the Iron Triangle which is a problem in Long Beach. Grid lock traffic would impact the residential areas close by and make East Long Beach a less desirable place to live.

I believe Home Depot should be situated in a commercial/business district.

Sincerely,



Ruth Cahill

1

2

3

4

5

RUTH CAHILL <rcahill6301@yahoo.com>
06/09/2005 05:00 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot development

The suggested solution to the required 30% open space needed for the development of Home Depot on Studbaker Road is to purchase a strip of land adjacent to Kettering Elementary School on E. 7th Street. This strip of land is over one half mile from the proposed Home Dept area and has no relationship to the Home Depot. This appears to be a political move to allow this opposed development.

1

There is also a very serious problem of traffic on E. 7th St taking short cuts through University Park Estates and racing past Kettering Elementary School to reach the proposed Home Dept. I am very concerned about the safety of the children in this situation.

2

An upscale residential area like University Park Estates has a right to be protected by the City of Long Beach.

3

AnnGadfly@aol.com

06/15/2005 04:48 PM

To: Angela_Reynolds@longbeach.gov
 cc:
 Subject: The Home Depot EIR

June 15, 2005

Although I have been able to find the EIR for the proposed Home Depot on your web site before, in checking at 4 p.m. today, I find it is not there. My computer was previously unable to download the entire EIR, so I do not have a copy. I will attempt to respond briefly to the many problems I think placing this facility at Loynes and Studebaker will create.

Traffic

Both Loynes Dr. and Studebaker already have extremely heavy traffic. Because of the subsidence, people driving on Loynes have to be very careful to avoid an accident such as the one that occurred last week.

The addition of a church on Studebaker near Anaheim Rd., was not addressed in the EIR. This will cause additional traffic on Sunday, when most of the "weekend warriors" would be shopping at Home Depot.

The concerns of the College Park neighborhood that drivers will use their residential streets as a short cut appear to be valid. How will this be mitigated?

More traffic means more air pollution. How can this be mitigated?

Biological Concerns

Although the land where Home Depot is to be built is now a tank farm, this is directly across Studebaker from the Los Cerritos Wetlands, with its many resident and migrating birds, foxes, coyotes and other wetland critters. Expect more road kill if this addition is built.

Sewage

How will the existing sewage pipes be able to handle this additional sewage? Will Home Depot pay to install a new sewage system before construction begins?

As was stated at the scoping meeting for this project, there are many places in the Long Beach area that would be more appropriate for this project and people who would love to have it in their neighborhood. The people in this area have made it clear that they do not want and will not patronize a Home Depot.

Sincerely,

Ann Cantrell
 3106 Claremore
 Long Beach, CA 90808
 562/596-7288

1

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3

4

5

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7

8

ARDOTH CARR
6325 COLORADO STREET
LONG BEACH, CA 90803

6/1/05

Re: Home Depot Project
(Estimotek Ave)

The DEIR on this subject was terribly flawed based on many exclusions.

There are too many negatives to a Home Depot being built on that location to list here. The only positive apparently being tax revenue which will be cut drastically by additional City services,

Please promote one of the other viable alternatives i.e. offices, public storage etc.

Sincerely,

Ardoth A. Carr

Rob Clark <rcds2k@charter.net>

06/14/2005 08:32 AM

To: <Angela_Reynolds@longbeach.gov>

cc:

Subject: PLEASE.....Stop HomeDepot

Planning Dept.,

I live at 350 Daroca Ave., in the Univ. Park Estates neighborhood. I helped initiate getting some of our streets limited to permit parking only. There is a real problem with the traffic on Loynes Drive.

Every weekend when a car or truck gets into an accident we get an influx of cars driving thru our neighborhood (at high rates of speed). Loynes was not designed or maintained to handle the traffic it now has.

The proposed Seaport Marina project at 2nd Street and PCH with 425 residential units plus retail will further negatively impact our already out of control Eastside traffic.

3. The EIR states that there will be significant impact to air quality from the Home Depot project. We don't want to have to live with the consequences. I didn't move here to live with the consequences of bad air. Give me a break!! All the trucks delivering materials to HD and all of the other proposed businesses that will cling to the project along with all the autos coming to and from will most CERTAINLY IMPACT our air.

PLEASE STOP HD FROM MOVING INTO OUR ALREADY JAMMED UP LITTLE COMMUNITY. THINGS ARE TIGHT ENOUGH HERE. WE DON'T NEED IT!!

Rob Clark
voice 562/431-6023
fax 562/431-4303

"Donna Coats"

<donna@cardinalpacific.com>

06/15/2005 10:02 AM

To: <angela_reynolds@longbeach.gov>

cc: <lannd4animals@charter.net>,<district3@longbeach.gov>

Subject: Home Depot

Beauty is indeed in the eye of the beholder. Where one developer sees the eyesore of nature, a citizen of Long Beach sees the monstrosity of a Home Depot in a place wetlands and animals now live.

I doubt my one voice will matter but I hope someone is looking at the Big Picture with the proposed development of a 70,000 square foot shopping center at the old Christmas Tree / Pumpkin Patch lot on PCH and Studebaker, a second even larger retail center with 425 homes at the current Seaport Marina site, and then this monstrous Home Depot center on Studebaker.

In five years we will all be moaning and cursing as we sit in bumper to bumper traffic on PCH, on Loynes, and Studebaker both getting off and on the freeway. It will be a pollution and noise nightmare. More importantly, the effect on the creatures and plants that currently live and grow in these areas will be devastating. We are unwisely upsetting the delicate balance of nature.

There have already been an excessive amount of car accidents and fatalities on Loynes and PCH that will only increase as the traffic flow does.

I hope someone who loves Long Beach is looking out for us here in Long Beach before it just becomes more concrete surrounded by concrete. Once you could sit at the Rancho and see the ocean; now you see concrete and buildings. Once I could drive down PCH and see rabbits, coyotes, squirrels and acres of green on my peaceful journey south; does the future now hold a vision of bumper to bumper cars on PCH surrounded by buildings and parking lots. How very sad for all of us.

Donna Coats
908 Molino Avenue
Long Beach Ca 90804

"Steve Conley"

<stconley@charter.net>

06/15/2005 03:13 PM

Please respond to "Steve Conley"

To: <Angela_Reynolds@longbeach.gov>
 cc: <Frank_Colonna@longbeach.gov>, <district3@longbeach.gov>, <Robert_Shannon@lonbbeach.gov>, "Hank Snapper" <hmsnapper@charter.net>, <rtrent@cocominc.com>, <Mercedes_McLemore@longbeach.gov>
 Subject: Written Response to Home Depot EIR

Dear Mrs. Reynolds,

Hank Snapper, past president of the Spinnaker Bay Homeowners' Association and a member of the Los Cerritos Wetlands Study Group, has asked me to respond for him to the Home Depot EIR. You are in receipt of his email to Frank Colonna dated June 10, 2005 identifying me as his substitute for the next two weeks while he is on vacation in Europe. The following is a quotation from the third paragraph of his email: "For your information, I have personally spoken at two quarterly homeowners meetings at Spinnaker Bay. The response of those meetings indicates that our residents consider the Home Depot proposal an improvement to an otherwise ugly area which currently is an eyesore to our neighborhood. Further, it will generate at least a half million dollars a year in sales tax revenue for the City of Long Beach and provide a needed service to the immediate area." **The Spinnaker Bay representative to the Los Cerritos Wetlands Study Group wishes to go on record supporting approving the Home Depot EIR and not delaying the propped development.**

In addition to his support for the Home Depot development as proposed, Mr. Snapper was highly offended by violation of standard practices that govern the operation of public advisory groups. (Mr. Snapper was officially notified of his appointment to the Wetlands Study Group by a letter dated October 6, 2004 and signed by Greg Carpenter, Planning Bureau Manager for the City of Long Beach on City stationary.) Public advisory groups, committees and commissions are required to provide a 72 hour notice of their meetings and usually to hold open meetings according to the Brown Act. In fact, the meeting at which the Los Cerritos Wetlands Study Group made its decision to strongly recommend that the Home Depot Project be held in temporary abeyance until a new comprehensive plan for the area in question can be created was called as an "informal meeting of the study group only" in the park for 6:00 pm, June 8, 2005 in an email from Community Planner Mercedes McLemore which was sent out at 12:42 pm on June 8, 2005, less than six hours before the meeting was to be convened. As far as I know, no written minutes of the meeting nor a tally of the vote exist today. **Because of the above violation of notification and public hearing, I am requesting that the recommendation that you have received from the Los Cerritos Wetlands Study Group not be accepted for inclusion in the Home Depot EIR public response section of the document.** Further, I am requesting that you submit this request to the City Attorney for a final judgement as to whether proper procedures were followed.

Thank you for your consideration,

Stephen T. Conley

A resident of Spinnaker Bay at 311 Long Point, Long Beach, CA 90803. I can be reached by email at stconley@charter.net or at my office (562) 598-3351.

"JohnA" <johnaco@earthlink.net>
05/24/2005 09:21 PM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: comments on the Home Depot site

I am very concerned about the traffic and sewage issues in placing a Home Depot on Studebaker road. 1
An office or Professional building might be much better. Even storage would be preferable.
These roads surrounding the site are very busy and do not have excess capacity during AM and PM
hours. Another very serious concern is when we as a city have special events these roads are used to 2
get into and out of our city.
This would hurt the inbound and out bound traffic significantly.
I am also pretty sure that the planned development of the Rockwell site in Seal Beach will also impact 3
this traffic, and I am aware that we do not have control over this.
But this is definitely a factor to be considered in placing a heavy traffic site such as Home Depot.
Thanks very much for considering these thoughts.

P.S. 4

I am not opposed to the site being developed just
not such a heavy traffic use as the Home Depot.

John Contreras
Colorado St., College Park Estates

June 12, 2005

Angela Reynolds
Environmental Planning Officer
333 W. Ocean Blvd
Long Beach, CA 900802

Dear Ms. Reynolds

Re: Environmental Impact Report - Proposed Home Depot Development of Studebaker Road and Loynes Drive

I am not against progress. But when it potentially threatens my life and property I am against it. I live in Belmont Shores Mobile Estates. The rear of my home is on Loynes Drive. I have seen many accidents take place on that street in the 4 years I have lived there. How can you possibly think this serious situation will not increase if a Home Depot or any other type of business which draws hundreds of people is built on Studebaker and Loynes?

Last week a man died when his car became airborne behind my house. He only missed my home by a matter of a few feet. I can look out my bedroom window and still see the broken barriers and skid marks on the street. Two nights later (at 2:43 a.m.) another car took out the road median behind my house and ended up near Pacific Coast Highway. The week before that a young woman's pick-up truck turned over onto the grassy area at the golf course across the street. I could go on and on sighting the things I have witnessed on that street.

We need to deal with the problems we have now, not create more of them! I don't care what you allow to be built on that property as long as it doesn't draw more people to this area and create a hazard to my life and the lives of the people that already travel and live here. I don't believe the potential increase in revenue will cover the increased cost of road maintenance and public safety services.

We already have adequate home improvement centers in the vicinity. Lowes is up the 605 about 5 miles. Another Lowes is on Bellflower, less than 4 miles away. I know something has to be built there since an investment company already owns the site. But, build an office complex or something similar (those people will arrive at 8 a.m. and leave at 5 p.m.), which will not increase the congestion or hazards to as great a degree. We don't need another restaurant, theater or shopping center. We need to be able to access the ones that are already here.

Obviously, I believe there will be an extremely negative affect on this area. I urge you to act in integrity to protect our quality of life in Long Beach.

Sincerely,

Carol Costello

Carol Costello
6217 Seabreeze Drive
Long Beach, CA 90803

Cc: Frank Colona	Morton Stuhlberg
Charles Greenberg	Charles Winn
Leslie Gentile	Nick Sarmek
Matthew Jenkins	Mitch Rouse

"m cotton"

<mbcotton@hotmail.com>
06/12/2005 10:43 AM

To: Angela_Reynolds@LongBeach.gov
cc: m.stuhlbarg@siscopproducts.com, matthew.jenkins@sdd-inc.com, leslie_gentile@fernaldesign.com, seegee@charter.net, msrouse@charter.net, nicholas.sramek@aero.org, srcbwinn@aol.com
Subject: Objections to Home Depot Project on Studebaker at Westminster

June 12, 2005

To: Angela Reynolds, City of Long Beach

This e-mail will include my initial strong objections to the proposed Home Depot Project on Studebaker at Westminster.

As you know, Ms. Reynolds, at our last Community Cluster Meeting on March 30, 2005 -- the cluster participants from the East Long Beach area supported only a low level office/low impact type manufacturing/low impact type of development (i.e. technical-professional office complex) for this site. This area is near a Wetlands, is heavily impacted by traffic already, and offers no opportunity for mitigation of the many Environmental Impacts affecting this site.

I noted yesterday while traveling Eastbound on Westminster/Second Street from Belmont Shore that the huge Boeing property on Westminster in Seal Beach is primed for development. There are already development signs, and this will have a huge traffic impact on the Westminster and Second Street.

Other items of concern:

1) Loynes Drive is listed as an access to this site -- yet Loynes is built on fill, is highly dangerous and just had a fatal accident in part due to its dangerous condition.

2) The proposed Seaport Marina project at 2nd Street and PCH with 425 residential units plus retail was omitted from the traffic study. The traffic study needs to include Seaport Marina.

3) The EIR states that there will be significant impact to air quality from the Home Depot project.Â But HD claims since weâ€™re in a nonattainment basin we have to live with the consequences.Â Long Beach is already rated as one the top cities in the nation where cause of death is asthma, especially in children.Â The Press Telegram reported about the â€œfugitive dustâ€ impacting the neighborhoods.

4) Home Depot will surely open at 5 a.m. or 6 a.m., and will be a magnet for contractors -- increasing early morning traffic when commuters are trying to get to the freeways.

5) The Home Depot project will have a serious impact on plants and animals, runoff from the Home Depot parking lot and general operations will definitely impact the neighboring Wetlands and cause degradation.

6) Sewer line impacts. Home Depot will be utilizing Long Beach sewer lines, which are already beyond 100% capacity in this area. We're told the city's Water Dept. already has to pump out sewer lines in this area regularly, and will cause additional runoff problems and expensive sewer problems.

7) The \$2.5 million tax revenue to be generated over a 5 year period will be off-set by the additional traffic problems and potential accidents, and police, fire and sewer services.

We urge the City to require an Environmental Impact Report for this site that includes these issues.

We urge the City to follow the direction of the Community Clusters for this area and only allow a much less dense development with significantly less impact on the environment, on traffic and the quality of life of Long Beach residents.

Thank you for your attention to these concerns.

cc: Long Beach Planning Commissioners and 3rd District Councilmember Frank Colonna

jujube712@juno.com

06/13/2005 05:47 PM

To: Angela_Reynolds@longbeach.gov

cc:

Subject: Home Depot

Pertaining to the proposed construction of the Home Depot on Studebaker Rd., we are both strongly opposed to this project. We do not need ANOTHER such store (we have TWO Loew's close-by, as well as a Home Depot conveniently located in Signal Hill). Traffic flow is already congested in the area, and we certainly do not need more trucks and cars jamming things up further. What's the matter with keeping some open space, and preserving the wetlands in the area? Once it's gone, it's gone! The area along Studebaker there is one of the few places (aside from the beach) where you can actually see a sunset without buildings obstructing the view.

Charles and Judy Courdy
7024 Aivlis St.
Long Beach, CA 90815

1

2

3

Denis Craig
<craig@mminternet.com>
06/10/2005 08:35 AM

To: Angela_Reynolds@longbeach.gov
cc: Dave Bates <davebates@pcmagic.net>
Subject: Island Village HOA Response to the Home
Depot EIR

To: Angela Reynolds
Fr: Denis Craig, Island Village HOA Community Affairs Liaison
Re: Response to the Home Depot EIR

Dear Ms. Reynolds,

As you know, I am the Island Village HOA Community Affairs Liaison, and a member of the Los Cerritos Wetlands Study Group(LCWSG). The pending Home Depot EIR requires a timely response from those who are vitally interested in this development. Although the work of the LCWSG is incomplete, Island Village HOA hereby formally requests that all applicable rights of appeal be reserved to us in the future processing of the HOME Depot EIR

Residents of the Community of Island Village have strong concerns about parts of the EIR, specifically that more in depth work needs to be done in the matters of: soil contamination, air pollution, traffic congestion and flow, policing (potential crime) matters, noise abatement, safe pedestrian access to/through our streets and roadways, and volume assumption areas.

In anticipation of your prompt attention to ensure that this request; that all applicable rights of appeal to be reserved for our future comment and participation in said EIR review/appeal process, is properly noted by your agency, we thank you.

Sincerely,

Denis Craig, Island Village HOA Community Affairs Liaison
38 Windjammer Court
Long Beach, CA 90803
(562) 493-5500

"Kathie Crawford"

<kncrawford@verizon.net>

06/13/2005 05:27 PM

Please respond to "Kathie
Crawford"

To: <Angela_Reynolds@LongBeach.gov>

cc: <m.stuhlbarg@siscopproducts.com>,

<matthew.jenkins@sdd-inc.com>,

<leslie_gentile@fernaldesign.com>, <seegee@charter.net>,

<msrouse@charter.net>, <nicholas.sramek@aero.org>,

<srcbwinn@aol.com>, <StopHomeDepot@aol.com>

Subject: Home Depot Project DEIR

To the Planning Department and Planning Commissioners, City of Long Beach:

In our opinion, the EIR addressing the Home Depot project is deficient and inadequate in addressing the problems this project would cause to the surrounding area. | 1

The EIR does not adequately deal with the traffic problems as they exist now, including Loynes Drive, the arteries and intersections surrounding the project, and, very significantly, the changes in traffic that will occur with this project and with the proposed projects at the Seaport Marina Hotel site and the sites in Seal Beach where development is planned. Your job is planning, and these factors must be considered if you are going to do that job. | 2

The EIR does not adequately address the huge sewage problem which will impact our neighborhood and its already overburdened sewage system. Our University Park Estates neighborhood should not have to take in sewage from this project and live with the problems that will result. | 3

We are concerned with this report which sees no impact by this project on plants and animals in the adjoining wetlands. It is obvious that a sewage spill would adversely impact the channel, the bay and the ocean. The fact that the EIR could not recognize this danger reflects the inadequate nature of the report (what did the authors look at?). | 4

We believe that the projected tax revenue to the city of Long Beach is overstated. In our opinion, this project will just divide the income from Lowes and not bring in as much new income as projected. As has been all too common in development in Long Beach, competition with existing businesses has not been given consideration, and this leads to failure of either the new or the existing businesses. | 5

We ask that you look very critically at this report, considering the opinions of those of us who have a stake in the outcome. Obviously, something will be built on this site and the other tank farm site next to it, but we ask that you PLAN that development so that it does not harm the existing neighborhoods and environs or our part of Long Beach. | 6

Thank you for your consideration.

Kathleen N. Crawford and William R. Crawford, III
421 Linares Avenue
Long Beach, CA 90803

Kathie Crawford

From: "Kathie Crawford" <kn Crawford@verizon.net>
To: <Angela_Reynolds@Long Beach.gov>
Cc: <m.stuhlbarg@siscoproducts.com>; <matthew.jenkins@sdd-inc.com>;
 <luslie_gentile@fernaldesign.com>; <seegee@charter.net>; <marouse@charter.net>;
 <nicholas.sramek@aero.org>; <srchwinn@aol.com>; <StopHomeDepot@aol.com>
Sent: Monday, June 13, 2005 5:02 PM
Subject: Home Depot Project EIR

To the Planning Department and Planning Commissioners, City of Long Beach:

In our opinion, the DEIR addressing the Home Depot project is deficient and inadequate in addressing the problems this project would cause to the surrounding area.

The EIR does not adequately deal with the traffic problems as they exist now, including Loyne Drive, the arteries and intersections surrounding the project, and very significantly, the changes in traffic that will occur with this project and with the proposed projects at the Seaport Marina Hotel site and the sites in Seal Beach where development is being planned. Your job is planning, and these factors must be considered if you are going to do that job.

The EIR does not adequately deal with the sewage problem which will impact our neighborhood and its already overworked sewage lines. Again, this project would cause unacceptable problems to a system that is currently inadequate. Our University Park Estates neighborhood should not have to bear this additional sewage burden.

We are concerned with this report which see no impact of this project on plants and animals in the adjoining wetlands. It is obvious that a sewage spill would adversely impact the channel, the bay and the ocean adjoining this project.

Lastly, we believe that the projected tax revenue is overstated because of the competition this development has within the city of Long Beach (Lowe's income would be reduced).

We ask that you look very critically at this DEIR, considering the opinions of those of us who have a stake in the outcome. Obviously something will be built on this site and the other tank farm site, but we ask that you PLAN that development so that it does not harm the existing neighborhoods and environs of our section of Long Beach.

Thank you for your consideration.

Kathleen N. Crawford and William R. Crawford, III
 421 Linares Ave.
 Long Beach, CA 90803

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May 12, 2005

City of Long Beach
Department of Planning and Building
333 West Ocean Blvd.
California, 90802

Attention: Ms. Angela Reynolds, Environmental Planning Officer

Subject: Home Depot development

As a resident of Long Beach, I can't believe the city is still considering the development of the Studebaker Road land for another Home Depot. We have enough hardware, home improvement stores in Long Beach. I think we can drive 10 minutes to get to the nearest one in this area.

The city wasted more of the tax dollars to have an environmental study performed. The initial report says air quality will be significantly affected the traffic problems will be increased. Any person with half a brain could have written that report after 5 minutes of observing the traffic flow during the rush hours. There will have to be thousands of dollars spent to improve and maintain Loyes drive and Studebaker.

Has any one considered the problems of maintaining Loyes Drive? The road already suffers from earlier environmental impact of the oil wells. Has anyone considered what would happen to the traffic situation if the Boeing company decides to develop their land on 2nd street, just East of Studebaker road? Has anyone considered the potential for terrorists positioning themselves in the parking lot and destroying the tank farm and electrical service for the area? What about the wet-land area that will be only a stones throw away for the site? Are we so naive that we don't think it will be endangered? Has anyone considered the opportunity for increased crime?

Please do not allow this development to happen.

Sincerely,
Leon Crawford
56 Seacrest Court
Long Beach, 90803



margaret curwen <curwen@usc.edu>

06/19/2005 03:10 PM

To: angela_reynolds@longbeach.gov

cc:

Subject: Public Comments re: Home Depot

Dear Ms. Reynolds,

I have just read in the Grunion Gazette that you are receiving written comments regarding the proposed Home Depot, scheduled to be built at the corner of Loynes and Studebaker Road. I am grateful for this opportunity and would like to weigh in with my opposition.

I believe that building a Home Depot -- or any other retail center -- on this site would be a mistake. With Marina Pacifica and the Marketplace, with the shopping center at the corner of Loynes and PCH, with the Seaport Marina development on corner of PCH and Second Street and in adjacent Belmont Shore, the area already has its share of retail establishments -- which seem to be thriving. Studebaker gets most of the traffic for anyone wishing to visit these centers, and to add a major store, like Home Depot (and the planned satellite developments), along this route would result in more congestion and have a deleterious effect upon the quality of life in the area.

I also believe that with other Home Depots in Signal Hill, in Lakewood and in Huntington Beach -- and with a Lowe's Home Improvement on Bellflower Blvd. and on Carson Street in Long Beach (as well as in Westminster and Huntington Beach) -- the area is adequately covered when it comes to home improvement opportunities. I would also not like to think that the city of Long Beach is being motivated to green-light this new Home Depot as a means of shoring up its retail tax base.

Not only will the congestion in the area be exacerbated, but I also believe that this particular development represents an unfortunate precedent for the Eastside of Long Beach. I know there is hope that the area might some day become a park, and I would strongly argue for this use. The San Gabriel River, via the bike path, and Alamitos Bay are wonderful destinations for residents of Long Beach, and a park would enhance them enormously.

I therefore strongly oppose Home Depot's plans for this land. I urge the city to deny their request. And I encourage the city to think of turning this area into a restored wetlands.

Respectfully,
Margaret Saucedo Curwen
510 Terraine Avenue
Long Beach, CA 90814-1945

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"Curwen, Thomas"
<Thomas.Curwen@latimes.com>

To: "'angela_reynolds@longbeach.gov"
<angela_reynolds@longbeach.gov>
cc:
Subject: Home Depot / Public Comments

06/13/2005 04:32 PM

Dear Ms. Reynolds,

I have just read in the Grunion Gazette that you are receiving written comments regarding the proposed Home Depot, scheduled to be built at the corner of Loynes and Studebaker Road. I am grateful for this opportunity and would like to weigh in with my opposition.

I believe that building a Home Depot -- or any other retail center -- on this site would be a mistake. With Marina Pacifica and the Marketplace, with the shopping center at the corner of Loynes and PCH, with the Seaport Marina development on corner of PCH and Second Street and in adjacent Belmont Shore, the area already has its share of retail establishments -- which seem to be thriving. Studebaker gets most of the traffic for anyone wishing to visit these centers, and to add a major store, like Home Depot (and the planned satellite developments), along this route would result in more congestion and have a deleterious effect upon the quality of life in the area.

I also believe that with other Home Depots in Signal Hill, in Lakewood and in Huntington Beach -- and with a Lowe's Home Improvement on Bellflower Blvd. and on Carson Street in Long Beach (as well as in Westminster and Huntington Beach) -- the area is adequately covered when it comes to home improvement opportunities. I would also not like to think that the city of Long Beach is being motivated to green-light this new Home Depot as a means of shoring up its retail tax base.

Not only will the congestion in the area be exacerbated, but I also believe that this particular development represents an unfortunate precedent for the Eastside of Long Beach. I know there is hope that the area might some day become a park, and I would strongly argue for this use. The San Gabriel River, via the bike path, and Alamitos Bay are wonderful destinations for residents of Long Beach, and a park would enhance them enormously.

I therefore strongly oppose Home Depot's plans for this land. I urge the city to deny their request. And I encourage the city to think of turning this area into a restored wetlands.

Respectfully,

Thomas Curwen
510 Terraine Avenue
Long Beach, CA 90814-1945

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StopHomeDepot@aol.com
06/12/2005 08:44 AM

To: Angela_Reynolds@LongBeach.gov.,
m.stuhlbarg@siscopproducts.com, matthew.jenkins@sdd-inc.com,
leslie_gentile@fernaldldesign.com, seegee@charter.net,
msrouse@charter.net, nicholas.sramek@aero.org, Srcbwinn@aol.com
cc: yeaross@aol.com, d28player@charter.net,
axblumen@us.ibm.com, Barbiemcmahan@aol.com,
Beachlife@verizon.net, bfreeth@freethmoroz.com, Briito@aol.com,
carmen.g@ix.netcom.com, DHerman@charter.net,
Dschubert99@aol.com, FamilyHowl@aol.com, Fatheads4@aol.com,
Fire.Fly8@verizon.net, Fiskchal2001@yahoo.com,
Fiveburners@yahoo.com, Flomar123@charter.net,
fuzthwuz@adelphia.net, Gilbert.dr@verizon.net, HKohorn@conad.net,
J7027@aol.com, Jankci@aol.com, Jazieg@aol.com,
jccameron@charter.net, jlblumenthal@ShellOPUS.com,
JLoper@charter.net, joelthomas@mac.com, karinrice@earthlink.net,
keatingsearch@mindspring.com, Keelcourt@aol.com,
Kmgslp@hotmail.com, kncrawford@verizon.net, LaportaJ@aol.com,
Ls5698@aol.com, m.pugh@verizon.net, magolden@netzero.net,
Maples@csulb.edu, marald.doug@verizon.net,
MarcF@Flemingmetal.com, jwalker@pcmineternet.com,
Marvel.Jones2@gte.net, Mary.lamo@verizon.net,
mbcotton@hotmail.com, Mealey@earthlink.net, Mggrd@yahoo.com,
MichaelHuling@cs.com, MKNottage@charter.net,
mmwyatt@verizon.net, Newkiddy@aol.com, Paigecontreras@mac.com,
pawluczy@usc.edu, pbarroca@charter.net, perry.skoll@usbank.com,
PiddyFiddy@aol.com, Pskoll@integrity.com, Rabriz@charter.net,
RalphSpicer@aol.com, RCahill6301@yahoo.com, res20lvz@verizon.net,
ReynaAkers@aol.com, richie@wesell4u.com, RTinLB@aol.com,
S4liles@aol.com, sbingham@cisco.com, sfbingham@hotmail.com,
Shari.Vall@pepsi.com, SteveBingham@hotmail.com,
StopHomeDepot@aol.com, SunnyKim@yahoo.com, TedE@webtv.net,
TJLebrun@verizon.net, TOOSHIPS@aol.com, tpirazzi@yahoo.com,
VLATYLER@aol.com, Wayneish@verizon.net, WW4fitness@aol.com,
SUEZ2001@aol.com, Andries@ix.netcom.com, Rcds2k@aol.com,
la.curl@verizon.net, Barbiegoldberg@aol.com,
COUNCILMAN@aol.com, LAHLB@aol.com, Irmcmullen@aol.com,
CarmineC21@aol.com, RobertRosas@aol.com, Tomr@vertical.com,
PASimmons@aol.com, MFlem007@aol.com, pjanda@excel.com,
earthcorps@earthlink.net
Subject: HOME DEPOT DEADLINE

Two transmissions: attachment and email text. Please read in its entirety. Let me know if you have trouble reading the email. Janice Dahl (562) 594-0902

DEADLINE
HOME DEPOT
Wednesday, June 15, 2005

Sunday, June 12, 2005

Dear Neighbors;

It is imperative that WRITTEN objections to the proposed Home Depot project be received by Angela ↓ 1

Reynolds and the Planning Commissioners by this Wednesday June 15. Only those who have submitted written objections to Angela by 6-15-05 will be allowed to participate at the Planning Commission Hearing, probably in late August, which will be the stage for approval or denial of the project. The objection comments must be based on facts of why this project is inappropriate for the location at Studebaker and Loynes. Below, are just a few facts that you can reference in your email or letter. At the bottom, you will find the email addresses to Angela Reynolds and the Planning Commissioners, and, the website address to the Draft Environmental Report (DEIR).

The DEIR is horribly flawed and draws conclusions based on exclusions.

1. Loynes Drive is to be one of the access arterial streets to HD, yet, it was built as a low level collector street. The impaired condition of Loynes Drive is omitted from the EIR and the negative impact on the neighbors on Vista Street is ignored. Another fatality occurred last Sunday morning on Loynes Drive about 100' from my house. According to EPAC, East Police Advisory Committee, the Long Beach Police Dept. is very concerned about Loynes Drive and is considering converting it to one lane each way.
2. The proposed Seaport Marina project at 2nd Street and PCH with 425 residential units PLUS retail was omitted from the traffic study. Further, the EIR claims that our neighborhood will not be impacted by cut-through traffic *The traffic study for University Park Estates has only begun, the 2nd week of June; this is months after the completion of the DEIR! This is when the university and Kettering Elementary 5th grade is out for summer break!* The traffic study is being conducted at the ebb of our traffic season. Motorist trying to go south on Studebaker Road from 7th Street (22 Frwy) and are tired of waiting will and do use Silvera Avenue (Kettering Elementary) as an alternate route. This will also impact Bixby Village Drive. The EIR states that there will be increased week-end traffic (not including the Seaport Marina project) and HD claims it's appealing to the "home improvement week-end warrior." This increased traffic on the week-ends is when the children are out playing and we're enjoying our neighborhood.
3. The EIR states that there will be significant impact to air quality from the Home Depot project. But HD claims since we're in a nonattainment basin we have to live with the consequences. Long Beach is already rated as one the top cities in the nation where cause of death is asthma, especially in children. The Press Telegram reported about the "fugitive dust" impacting the neighborhoods.
4. Home Depot will be opening either at 5 a.m. or 6 a.m., yet HD claims this store will not attract contractors. Not only will it attract contractors but it will also attract itinerant workers.
5. The EIR states that there will be no impact on plants and animals, and, that Los Cerritos Channel does not appear to support any wetland. This is totally negligent, misleading and ignorant. *It feeds the wetlands and bay, read the next item #6.* And, the project requires a local coastal development permit, Coastal Commission hearing, etc.
6. Home Depot will be utilizing our sewer lines, which are already beyond 100% capacity. The city's Sewer and Sanitation Dept. is in our neighborhood once a month to pump our sewer lines. The county's dept is in our neighborhood once a month injecting a chemical to neutralize the sewer odor. According to The County Sanitation Districts of Los Angeles County, our 45 year old 8" residential sewer lines are not capable of handling and were never designed for commercial utilization. Also, the sewer line from the HD project to our neighborhood will run underneath the Loynes Bridge. The consequences of a ruptured sewer line into Los Cerritos Channel would be disastrous. Last week-end, the same as of the fatality on Loynes Drive, there was a raw sewage spill into Los Cerritos Channel. As reported in LBReport.com "LB's Dept of Health & Human Services says a sewage spill believed to have stemmed from an L.A. County facility on Studebaker Road sent raw sewage onto Studebaker Road and in the Los Cerritos Cannel (which empties into the Marine Stadium area [and wetlands], causing officials of LB's Dept of Health and Human Services to close some LB area beaches in the Alamitos Bay area-Marine Stadium and Mother's Beach and vicinity..."
7. The \$2.5 million tax revenue to be generated over a 5 year period will be off-set by the

additional police, fire and sewer services. The EIR states "The project will increase the number of on-site visitors and employees, which can result in an increase in calls for emergency fire and medical services." "The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries..." Downtown Engine 101 has already been pulled from service to save the city \$450,000 annually.

8. The city's Strategic Plan study group concluded that a technical and professional office complex is best suited to the site. This would at least alleviate the week-end traffic. Mr. Charles Greenberg, Planning Commissioner, suggested a public storage facility. This would be a viable alternative since Studebaker Storage is at 100% capacity and has a waiting list.

Please send your comments to: Angela Reynolds, Environmental Planning Officer, 333 W. Ocean Blvd., 7th Floor, Long Beach, CA 90802;
phone: (562) 570-6357; Email: Angela_Reynolds@LongBeach.gov.

Also, send a copy of your comments to each of the seven Planning Commissioners:

Morton Stuhlbarg	m.stuhlbarg@siscopproducts.com
Matthew Jenkins	matthew.jenkins@sdd-inc.com
Leslie Gentile	leslie_gentile@fernaldesign.com
Charles Greenberg, Chariperson	seegee@charter.net
Mitchell Rouse	msrouse@charter.net
Nick Sramek	nicholas.sramek@aero.org
Charles Winn	srcbwinn@aol.com

Go to www.LongBeach.gov/pb/epd/er.asp to view the EIR.

Thank you,
Janice Dahl
University Park Estates President

PARIMA
LONG BEACH, CA 90801

June 5, 2005

City of Long Beach
Angela Reynolds, Environmental Officer
333 W Ocean Boulevard, 7th floor
Long Beach, CA 90802
Phone 562-570-6357
email to: areynolds@longbeach.gov
Fax 562-570-6068

RE: HOME DEPOT PROJECT EIR -
response due by June 15, 2005

Dear Ms. Reynolds:

I live at 6215 Parima and I wish to register my complaints regarding the proposed EIR. I further believe that the city is not giving me the taxpayer sufficient time to review such a large document over 1,000 pages of really flawed and unproven information. Please note my objections to the following topics.

1. TRAFFIC-

A study of five intersections is not appropriate. Every resident in our association and those surrounding us will be affected. We have children that walk to our neighborhood school. We already have problems with citizens running the stop signs at 6th and Margo, 5th and Margo and Vista and Margo. Show us how our quality of life as we know it will not be affected by the increased traffic through our neighborhood, the studies done by LSA 12/2004 are in accordance to plans and codes from 1975, 1977, 1978, 1987, 1989 there was no study other than of LSA. Tell me how many dB does a truck hauling a full load of dirt make? How many trucks will go over our residential streets? Who will be in charge of repairing them when construction is finished? Have you seen figure 16 (direct travel routes through major arteries). Can we get police enforcement when citizens, neighbors and school parents, truckers run our stop signs? What will happen in front of our school during construction?

2. SEWER-

The report does not adequately address the sewer needs for this project or any other retailer that would be part of the home depot development. Most disturbing is that the sewers are addressed only by a draft letter copy that was sent to Mr. Larry Cates Engineering Technician II at the Long Beach water department. Was a sewer permit issued? Table 1 City of Long Beach Sewer Manhole at Bixby Village Golf Course Parking Lot, 10-inch VCP. This study was done during the week of 12/13/2003-12/18/2003 which states that the peak diurnal flows are 282 GPM. Sewer study for the project by CQVL engineers states the development will have a peak sanitary flow discharge of 328 GPM and an average of 2.5 gpm. Was a decimal point left out? Does this study take into account the recent rain storms. A search of the historical data would prove this study is not a true picture of what happened during this past rain storm. Today's LBR.com reports a malfunction at a L. A. County

pump station near Studebaker Rd. how many times must we have closed beaches due to a sewage spill?

3. NOISE-

The noise we will hear will only be during the construction and grading period anticipated to take 8-10 months. Trucks and other heavy equipment will be moving approximately 58,950 cubic yards of material with a net of approximately 71,970 cubic yards being exported or trucked out. Roughly this translates to one football field 4 stories high of dirt and material to be moved in a one year period. Marge Ave. at the intersection of 5th and Margo has a history of having windows vibrated and one original neighbor filed suit because the noise was so great and rattled her windows she and her husband need to have non rattling windows in their home. Yes, there are going to be monitors and logs kept who will monitor our ~~home owners~~ associations? Realistically, how many trucks will it take to remove the tanks and contaminated dirt?

I, along with the rest of my neighbors object for the reasons of unanswered questions listed above. I am concerned that the sewer, traffic and noise issues have not been properly addressed. Nor is the city requiring sewer issues be dealt with prior to issuance of any kind of permits. Who will be responsible when the sewers back up? Who will be responsible for the children not learning the year of construction and grading? Should we close Kettering for the year? Parents refuse to be listed as "Cut-Through" Travel Route 7 which incidentally goes in front of the school as well as portion the portion of 5th street to Silvera.

I look forward to your response to my concerns as soon as possible

Sincerely,

Grace F. Davies

6315 Parlane L. B. CA. 90603

Attachment Figure 16

cc: Major and Mayoral Candidates
All Long Beach City Council Members
Community

Brooks Davis
 <semprinipictures@earthlink.net>
 06/09/2005 08:58 PM

To: Angela_Reynolds@longbeach.gov
 cc:
 Subject: Proposed Home Depot East Long
 Beach

Dear Ms. Reynolds:
 Here are my comments regarding the proposed Home Depot:

I am a native of Long Beach and have lived in my present Naples home since 1958. I never go to Downtown Long Beach but I do travel 2nd Street/Westminster to my job in Huntington Beach M-F and routinely this route on the weekends for shopping in Orange County. In addition, I travel the 2nd Street/Studebaker route numerous times each week as well.

Morning traffic is not particularly bad at 6:45 AM but it is really bad evenings, particularly Friday evening. I would oppose any development that added more signals to either of these routes to further delay traffic. At the very least, if this project goes through lights should be timed so as not to impede the flow of traffic, particularly between peak hours such as 4:30 PM and 6:30 PM. We so do not need more restaurants or coffee bars in the area that I would hope, if this project has to proceed, someone comes up with some creative ideas for center tenants. Unfortunately, I think development of Downtown Long Beach did not consider the impacts of traffic on the Naples/Belmont Shore area - making this route a direct path to Studebaker and the freeways. In addition, there is a significant amount of daily traffic out of our area to the freeways - much heavier in the winter months which could indicate a lot of teachers in our area.

While I have read that Home Depot is suggesting a residential oriented store as opposed to Contractor store, I would be more in favor of this development if Home Depot was proposing to build one of their more upscale EXPO Design Centers - with or without a nice garden center. I am a frequent customer of the Huntington Beach EXPO and I think it is a much better fit for this area, the customer base and level of income. In addition, we already have a Lowe's (Los Altos) and two Home Depots (Signal Hill, Westminster) within close proximity so we truly do not need another Home Depot here - but where is there another EXPO??

Sooner or later we will have to give into some type of development on the subject property. I feel whatever is constructed should be an open design with a limited of shops/businesses to keep traffic impacts at a minimum. And please, encourage landscaping that does not consist solely of more palm trees.

I thank you for this opportunity to offer my comments on the proposed Home Depot development and hope they will be of help to someone.

Christy Davis
 230 Tivoli Drive
 Long Beach, CA 90803

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Lou Ann Denison"

<lannd4animals@charter.net>

06/09/2005 11:42 AM

Please respond to

lannd4animals

To: <Angela_Reynolds@longbeach.gov>

cc: "Stuhlbarg Morton" <m.stuhlbarg@siscoproducts.com>,

"Jenkins Matthew" <matthew.jenkins@sdd-inc.com>, "Gentile

Leslie" <leslie_gentile@fernaldesign.com>, "Greenberg Charles"

<seegee@charter.net>, "Rouse Mitchell" <msrouse@charter.net>,

"Sramek Nick" <nicholas.sramek@aero.org>, <srcbwinn@aol.com>

Subject: Home Depot EIR

June 9, 2005

City of Long Beach

Angela Reynolds, Environmental Officer

333 W. Ocean Boulevard, 7th floor

Long Beach, CA 90802

RE; Response to Home Depot EIR:

For all of the following reasons, we hope the city will adopt the No Development/No Build Alternative. As stated in the EIR: " This alternative is environmentally superior because there would be no increase in traffic, noise, construction or operational air emissions, or solid waste generation."

Appendix C: "Constraints Analysis" Page 2 says: " The channel (Los Cerritos) contains open water year-round and *and does not appear to support any wetland habitat!*

In Section 3: 3.2 "Pollutants of Concern": The EIR states that there are no sensitive plants and animals; Home Depot *would negatively impact Los Cerritos Wetlands!* The EIR erroneously states that the Los Cerritos channel does not appear to support any wetland obligate plants and animals; this is totally negligent, misleading and ignorant because the channel feeds the wetlands and bay! Further, the light and glare, and increased truck and auto traffic with its greatly increased noise and pollution, would negatively affect the wildlife that inhabit the wetlands--and could not be mitigated.

The EIR states: "The proposed project will also result in long-term air emissions associated with stationary sources i.e., resulting from natural gas consumption) and mobile sources (e.g., vehicular traffic). Emissions from the project-related mobile sources would exceed CO, ROC, and NOX thresholds based on emission factors for 2004. Implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse. Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status in the South Coast Air Basin (Basin). Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts."

Since we already live in one of the most--if not the most--polluted areas in the U.S., this is unacceptable to those of us who live near the proposed project to be told that we "have to live with the consequences"!

"4.10: Public Services and Utilities4.10: PUBLIC SERVICES AND UTILITIES

The project will increase the number of on-site visitors and employees, which can result in an increase in calls for emergency fire and medical services.... The proposed project will not require 10 or more additional personnel to maintain acceptable service ratios, response times, or other performance objectives. No significant impacts to fire protection are anticipated."

What is not included in the EIR is the close proximity of the proposed development to the adjacent two power plants, which could be easily accessed by employees or any of the hundreds of patrons--an inviting target for potential terrorists!

" Law Enforcement. The proposed project does not include residential development that would generate additional population. However, the project may generate approximately 316 employees. The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries, and other property-related crimes on site related to the additional patrons and increased opportunities for commercial patrons and employees to pose as targets. This increase may generate additional calls for police services." Could the police handle a terrorist attack on the power plants?

Traffic:

The "major arterials such as 7th Street and Studebaker are designed to accommodate heavy traffic flows and high speeds with stop-controlled intersections", but those of us who live near Studebaker, 7th Street, 2nd Street and Pacific Coast Highway know that the existing traffic is so congested that it is almost impossible to get from Studebaker to PCH now; adding more traffic would be disastrous! To add to the congestion--and not stated in the EIR --is the addition of two more traffic-producing developments in the near future: 1) the conversion of an almost empty office building at 1000 Studebaker (near Anaheim Road) to the Cornerstone Church--which would generate at least 140 more automobiles on Sundays and possibly other days; and 2) the proposed Seaport Marina with its additional 425 residences plus retail at Pacific Coast Highway and 7th Street!

Pacific Coast Highway/7th Street and Pacific Coast Highway/2nd Street. According to the traffic analysis, with implementation of the proposed project, these intersections would continue to operate at unsatisfactory levels of service in the weekend midday peak hours. However, due to right-of-way constraints at both intersections, there are no feasible improvements that would mitigate the project's impacts. Therefore, the proposed project creates a significant, unavoidable impact at these intersections during the weekend periods.

The "Level of Significance after Mitigation": "Significant and adverse"

There is no way that coordinating traffic signals and restriping an extra lane on Studebaker Road could mitigate this very adverse traffic impact.

Concerning the environmental consequences of such increased traffic:

Under 5.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

p.2:

Operation of the project would result in increased traffic to and from the site. As discussed in the traffic analysis in Section 4.11, Traffic and Circulation, project impacts to four intersections remain significant after mitigation. The project would also generate air emissions from both mobile and stationary sources during construction and operation. During peak grading days, total construction emissions of nitrogen oxide (NOx) and particulate matter less than 10 microns in diameter (PM10) would exceed the daily thresholds established by the South Coast Air Quality Management District (SCAQMD) even with mitigation. Long-term operational emissions associated with project-related mobile sources would exceed carbon monoxide (CO), reactive organic compounds (ROC), and NOx thresholds based on emission factors for 2004. While the implementation of mitigation will further reduce these emissions, they remain above the threshold levels and are significant even after mitigation.

This is unacceptable for those of us who live near the proposed project. The "overriding consideration" should not be the possible (but not guaranteed!) tax revenue, but the protection of our environment as well as the health and quality -of-life issues of Long Beach citizens.

There are no alternative projects given for this site. The city's Strategic Plan study group concluded that a technical and professional office complex is best suited for the site. At the Planning Commission study session, Mr. Greenberg, Planning Commissioner, suggested a public storage facility. We suggest the area be used for a solar energy-producing facility--providing long-term financial benefit for the city, cleaner air quality, a decrease in global warming, and another step toward making us less dependent on polluting foreign, fossil fuel.

To achieve this goal, the only acceptable alternative is the NO DEVELOPMENT/ NO BUILD ALTERNATIVE

Mr. & Mrs. James L. Denison
6931 E. 11th St.
Long Beach, CA 90815

cc:

City of Long Beach Planning Commissioners: Gentile, Greenberg, Jenkins, Rouse, Srmek, Stuhlbarg, Winn

"Family Eismann"
 <eismanns@hotmail.com>

06/13/2005 02:20 PM

To: angela_reynolds@longbeach.gov
 cc:
 Subject: Comments: Long Beach Home Depot
 project

To: Ms. Angela Reynolds
 Planning Department
 City of Long Beach

Date: 13 June 2005

From: Eric Eismann
 361 Silvera Avenue
 Long Beach, CA 90803

Pages: 4 (incl. this page)

Re: Long Beach Home Depot

Dear Ms. Reynolds:

I am OPPOSED to the proposed Long Beach Home Depot project. My specific comments follow.

TRAFFIC COMMENTS:

1) The proposed site is near the junction of three busy traffic interchanges: the Garden Grove Freeway (a.k.a. 7th Street), the I-605 and the I-405. The proposed project, when complete, would increase the amount of passenger traffic into this already congested area.

2) The surface streets are inadequate to accommodate a commercial development of this size. Loynes Drive is a two-lane road (one lane in each direction). Loynes Drive is unsafe even at present traffic levels; as the recent single-car, fatal accident demonstrates. The proposed project would increase passenger traffic along this unsafe road. Employee parking should be located at the nearest MTA station to the project; and employee shuttle buses mandated for all construction workers.

3) This proposed project would increase traffic in quiet, residential neighborhoods. Silvera Avenue, in University Park Estates, would be seen as a "short-cut" from 7th Street to Loynes; thus creating heavier traffic at Kettering Elementary School and along the quiet, residential Silvera Avenue. Please study whether placing traffic bumps in residential streets promotes adherence to the speed limit and general traffic safety.

4) Please study the availability of alternative forms of transportation. Studebaker Road has neither a bicycle lane nor a sidewalk near the proposed project, meaning that employees, both construction employees and Home Depot employees, would not have ready access to alternative forms of transportation. The proposed project should study how to mitigate increased passenger traffic by making alternative forms of transportation readily available.

5) Study the relationship between parking lot usage and free parking. If free parking results in higher utilization of the parking lot, then Home Depot must charge to park in the lot to further foster alternative means of transportation.

PUBLIC HEALTH COMMENTS:

6) During construction of this project, the construction equipment will cause additional traffic delays on the busy freeways; increase traffic on an unsafe Loynes Drive; and cause noise impacts to the University Park Estates and Bixby communities. Please study the impact that this activity will have on each resident of University Park Estates and the nearby Belmont Shores mobile home park and the Bixby residential area; and ascertain the health impact of the incremental stress caused by the Project over the no-build option.

8

7) Effects of Traffic Congestion and Road Rage. Study the relationship between traffic congestion and road rage incidents, such as freeway shootings. If there is a link between congestion and incidents, the project should be canceled.

9

8) Please study the relationship between traffic noise and the ability of children to learn. may pose to children's learning. The Kettering Elementary School is nearby the proposed project. Increased vehicular traffic in the vicinity of the school may increase the noise level in the school and adversely impact the students' ability to learn.

10

9) The proposed project should monitor the noise level in the classrooms of Kettering Elementary, particularly the portable buildings, every day throughout the construction period; and upgrade the entire school's noise insulation capability should there be a single-event that exceeds the noise threshold.

11

AIR QUALITY:

10) The Mobil Oil refinery is the largest air quality impact to the 90803 area code. The proposed project will further concentrate air pollutants, in the form of construction and passenger vehicle emissions, and cumulatively increase the air pollution concentration in the area.

12

11) Limits on Diesel Equipment Idling Time. During construction and during operation, all construction delivery trucks, grading equipment, and anything with a diesel motor cannot idle for over 10-minutes. This is a critical air-quality issue.

13

12) Study the relationship between electric vehicles and clean air. The Developer should study the relationship between electric vehicles and clean air within the community. If it is found that cleaner air results from electric vehicles, then all cars, trucks, equipment or any other motorized machinery must be electric.

14

LIGHT POLLUTION

13) Please study the impact that increased light pollution from this area will have on the surrounding community. This project will not only increase air and noise pollution, but will increase light pollution. Already, the Mobil Refinery is the "brightest" set of lights on the landscape. This project will increase the amount of light pollution in the area.

15

QUALITY OF LIFE POLLUTION

14) Please study the crime rate; and the negative impacts that the commercial development may have on the surrounding community. The 90803 zip code currently has a low level of crime. The proposed project will increase the crime rate as a natural result of increasing vehicular traffic and "visibility."

16

15) Please develop a Neighborhood Compatibility Program. If one exists, please openly advertise the meetings in public papers, mass mailings, the City of Long Beach website, the Student Union Building, etc. The Neighborhood Compatibility Program should: 1) develop and maintain landscaped buffer areas of the proposed project that will include setbacks, landscaping, screening and/or other appropriate view sensitive improvements with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views from adjacent residential uses.

17

16) Relocation / Property Acquisition Program. Please develop a relocation assistance / property acquisition program to compensate local residents should the health and/or learning studies prove a negative impact. A relocation / acquisition program similar to that of LAX should be the model used by the proposed project.

18

17) Historic Education Materials should be developed prior to commencement of the project that precisely narrate the history of the proposed project area and its surroundings; that capture the local lore and local feel of the area; and document the beauty and diversity of the area. These materials should be made a permanent part of the proposed project and displayed in a Historical/Cultural center maintained and funded on-site by the project during construction and during operation.

19

18) Aesthetic Enhancement Office. The project shall fund the replacement of the surface oil wells with subsurface oil wells to lessen the cumulative commercial impact of the development to the community.

20

19) The Project should adhere to Cultural Affairs Department during all grading/excavation activities.

21

20) The developer, construction contractors, and subsequent tenants should be required to adopt a recycling program. Performance should be monitored and penalties assessed for failure to meet the recycling levels of the local communities of University Park Estates and Bixby.

22

21) Neighborhood Safety Committee. The proposed project should study the evacuation routes available to the neighborhood in the event of a terror attack or natural disaster. The project should build shelters and provide sufficient provisions for the surrounding community to withstand a 30-day TERROR EVENT or NATURAL DISASTER.

23

22) First Source Hiring Program. Jobs resulting from the approval of this project, whether in the design, construction, or Home Depot operations phase must be first-sourced through the CSULB job program; City of Long Beach job outreach programs; and LA County job outreach programs. Every effort is first made to hire a Long Beach resident, followed by LA County employee; and only as a last resort an Orange County employee. This ensures that the community gets some direct and tangible economic benefit from this project.

24

DESIGN / CONSTRUCTION COMMENTS

23) LEED Design Standards. For every project component, the project designer / contractor must achieve GOLD-level standards. The Neighborhood Compatibility Program must approve any non-GOLD level design change.

24) The developer should sponsor a DESIGN COMPETITION of Californian architects before awarding the design contract. The competition should foster an open, public design process which seeks public opinion and consensus-building.

25

25) Please develop a Construction Noise Program. The plan will be prepared to provide feasible measures to reduce significant noise impacts throughout the construction period for all projects near noise sensitive uses. For example, noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. The plan should be presented and approved by the local neighborhood.

26

26) Construction Scheduling. Heavy construction equipment should be restricted to 10:00 a.m. to 3:00 p.m., so as not to conflict with residential commuters / school buses / after school recreation activities. There should be no construction activities scheduled for Saturday, Sunday, or other public holidays as observed by the State of California or the United States Federal Government. Once in operation, store hours should be

27



similarly restricted, so as not to interfere with the livelihood of the surrounding community.

27) Please develop a Construction Coordination Office sufficiently staffed to provide daily monitoring of construction contractors and monthly reporting/meetings with the local community.

28

SECURITY / EMERGENCY RESPONSE

28) Fire and Police Protection. Any design for the proposed project must be reviewed and approved by the City of Long Beach; along with current County, State and Federal Health and Safety and Transportation boards, including the Transportation Security Administration (TSA).

29

29) Security Study. The proposed project should study the relationship between the project and the security threat to the nearby Mobil Refinery. NO PROJECT THAT INCREASES THE TERROR THREAT to the surrounding community should be advanced. This project increases the visibility of and accessibility to the Mobil Refinery.

30

I thank you in advance for not approving this heinous project. This project, as currently proposed, adds nothing to the culture, the community, or the environment.

I urge you to re-think the opportunity this land presents. If developed on a smaller scale, a more suitable scale in keeping with the community and environment, this could be a wonderful South Long Beach area.

31

Please do not let this monolithic eyesore be approved. It is appalling.

Best regards,

Eric Eismann

"Reiko Eismann"

<r_eismann@hotmail.com>

06/14/2005 07:34 AM

To: angela_reynolds@longbeach.gov

cc:

Subject: Long Beach Home Depot EIR
comments

To: Ms. Angela Reynolds
Planning Department
City of Long Beach

From: Reiko Eismann
361 Silvera Avenue
Long Beach, CA 90803

Re: Long Beach Home Depot

Dear Ms. Reynolds:

My comments about the proposed project are offered below.

SAFETY/SECURITY ISSUES:

1) The Mobil Oil Refinery is a terrorist target. In the no-build option, terrorists are deterred by the perimeter fence; and the simple fact that there is very little truck traffic in the area.

The proposed project moves the perimeter fence closer to the refinery; and puts over 700-unscreened, unsecured vehicles in a parking lot next to it. Further, the proposed project allows unscreened, uncovered heavy-duty commercial truck traffic to make deliveries throughout the day.

Without too much imagination, a terrorist could load enough bomb-material into the back of a covered truck, make it look like a Home Depot delivery, and detonate the explosives to blow up the refinery. This type of threat was considered unlikely, until Timothy McVeigh rolled his little van up to a Federal Building in Oklahoma City.

If one little van full of explosives unleashed the devastation in Oklahoma City, imagine what a couple of fully loaded, heavy duty freight delivery trucks could unleash against Mobil. Building a Home Depot next door to a refinery is like building a laser guided missile plant next to the John Wayne Airport. This proposed project is an invitation to terror.

Refineries are Targets of Opportunity. If an opportunity exists, a terrorist will find it. This proposed project increases the opportunity for terror. I kindly request that a firm specializing in assessing the threat of international terrorism be commissioned to undertake a comprehensive threat assessment of the proposed project; analyzing both the incremental impact of the proposed project; and the cumulative impact. I believe that RAND Corp. studied the Los Angeles Airport.

It would be irresponsible to approve a project that increases the terrorist threat.

2) The crime rate in the surrounding neighborhoods seems incredibly low. We rarely see police cruisers in our neighborhood; or patrolling the nearby vicinity. In my opinion, this is because there is no reason to drive through the area unless one lives there; and a resident is typically more cautious driving in a neighborhood than an out-of-area driver.

I kindly request that a comprehensive analysis of criminal activity be undertaken, comparing the existing low density no-build option to the higher density of out-of-area drivers and truck deliveries that the project will bring. If the density increase of the proposed project introduces a higher rate of criminal activity, it would be irresponsible to approve the project without some sort of mitigation.

2

3) I also kindly request that a study of traffic violations / citations be undertaken. The proposed study should analyze the current traffic citation statistics and compare those statistics with a higher density of out-of-area drivers the proposed project will bring. The study will likely indicate that additional police presence is required to adequately safeguard the local community. If out-of-area drivers have a higher citation rate than local drivers, it would be irresponsible to approve the project without increasing patrols or police presence on the streets.

3

4) Loynes Drive is entirely unsafe. There was a fatal accident there recently. Again, introducing additional out-of-area traffic into an unsafe surface road system seems irresponsible. I kindly request a study analyzing the impacts of out-of-area drivers on traffic accidents/traffic fatalities. It seems that introducing a large number of truck/passenger traffic into an unsafe road system that is probably inadequately patrolled just doesn't make sense.

4

Thank you for considering my comments.

Kind regards,

Reiko Eismann

Anti5er@aol.com
06/07/2005 12:29
AM

To: angela_reynolds@longbeach.gov
cc: charles_greenberg@longbeach.gov, leslie_gentile@longbeach.gov,
matthew_jenkins@longbeach.gov, mitch_rouse@longbeach.gov,
nick_sramek@longbeach.gov, morton_stuhlbarg@longbeach.gov,
charles_winn@longbeach.gov
Subject: Please No Home Depot

To Whom It May Concern:

It may seem as though the residents of University Park Estates are opposed to building upon the wetlands. This is simply not the case. Our main concern lies within the construction of a Home Depot. There are so many reasons why Home Depot on the Studebaker/Loynes site is a terrible idea. There is not one resident in University Park Estates that is for this specific aspect of the project. Understandably this is one of the only sites left for development, and although I see nothing wrong with leaving it as is, I also realize this is not feasible in today's capitalistic society, so I make a plea on behalf of University Park Estates and say, don't build a Home Depot. It will attract all the wrong elements.

In a letter sent to the community, it was made clear that there are other options available to us, and the option I choose is that of a Business Center. It will beautify the surrounding community as well as maintain a minimum of traffic while at the same time, bringing in money for the city. Please take my words into consideration and think about which you would prefer in and around your very own neighborhood. Thank you for your time.

Patty Fidanza
University Park Estates Resident

SEASIDE HOTEL

6/12/05

DEAR Mrs. Reynolds,

I am totally opposed to a Home Depot being built on Joyner Dr, the congestion would be unbearable. As it stands right now, exiting the freeway on 7th St depending on the time of day is quite challenging. I live off of College Park. There will be contractors and large trucks all through our neighborhood. I am not opposed to retail stores and restaurants but I know first hand what a Home Depot would do in a residential neighborhood like this. I am absolutely opposed to the project.

Sincerely,
Erika J. Sig-Crowd
6841 E Lees Way
Long Beach, CA
90815

Belinda Freeth

<bfreeth@freethmoroz.com>

To: Angela_Reynolds@LongBeach.gov

cc:

Subject: Proposed Home Depot project at
Loynes/Studebaker

06/15/2005 09:13 AM

Please respond to bfreeth

Attached are my comments regarding the proposed Home Depot project at
Loynes and Studebaker.

- Belinda Freeth

June 15, 2005

Angela Reynolds
Environmental Planning Officer
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802
Angela_Reynolds@LongBeach.gov

CC: Morton Stuhlberg
Matthew Jenkins
Leslie Gentile
Charles Greenberg, Chairperson
Mitchell Rouse
Nick Sramek
Charles Winn

m.stuhlberg@siscoproducts.com
matthew.jenkins@sdd-inc.com
leslie_gentile@fermalddesign.com
seegee@charter.net
msrouse@charter.net
nicholas.sramek@aero.org
srcbwinn@aol.com

RE: Home Depot Project at Studebaker and Loynes

Dear Ms. Reynolds.

My husband and I moved to University Park Estates because it was one of the few clean and safe places to raise two children here in Long Beach. Like most of the families in our neighborhood, we are shocked and disappointed at the prospect of having a Home Depot shopping center built so close to our home with no infrastructure or pollution and traffic mitigation to support it. Having lived here for over ten years, we know all too well of the traffic conditions that already plague 7th, Loynes, PCH and Studebaker without this additional retail attraction. We also have witnessed, and enjoy, the abundance of wildlife that share one of the last open spaces in Long Beach with us, and know the impact such a project will have on this delicate ecosystem. Below are the reasons I strongly oppose this project:

Traffic and pollution:

- It will add to the already congested traffic conditions in and around this area. 3
- It will add to the number of fatality accidents on Loynes, and pose a danger to people who use the walk/bike path between Loynes and the golf course. 4
- It will further diminish our neighborhoods air quality and threaten the quality of life for our children, and elderly, who are most susceptible to asthma and other breathing difficulties. 5
- It will add to the noise pollution level that has already increased in this area over the years due to the Long Beach Airport. 6
- Shoppers, contractors and itinerant workers will use our neighborhood as a "short cut" to avoid heavy traffic on Loynes, Studebaker and 7th. 7
- The City has not factored in the additional impacts that the Seaport Marina project will have on this area. 8

Inadequate mitigation:

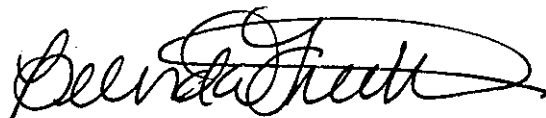
- The toxins measured in the soil and the planned fugitive dust mitigation outlined in the EIR seems especially alarming to me. My family will have no choice but to breathe this air during construction. My children, and many others, attend Kettering Elementary. These kids will be playing on a playground that is very close to this toxic construction site. What will the future hold for their health? Unfortunately, the EIR can't tell us that. Sprinkling the construction site twice a day, and oversight by the Long Beach Fire Department is nowhere near adequate when the health of these children are at stake. 9
- The sewage plan outlined in the EIR is also inadequate. Odor control devices do not work as proven by L.A.'s Hyperion Water Treatment Plant. It defies common sense to plan to tie in to a fifty-year-old, 8" pipe that is already serving to maximum capacity. 10

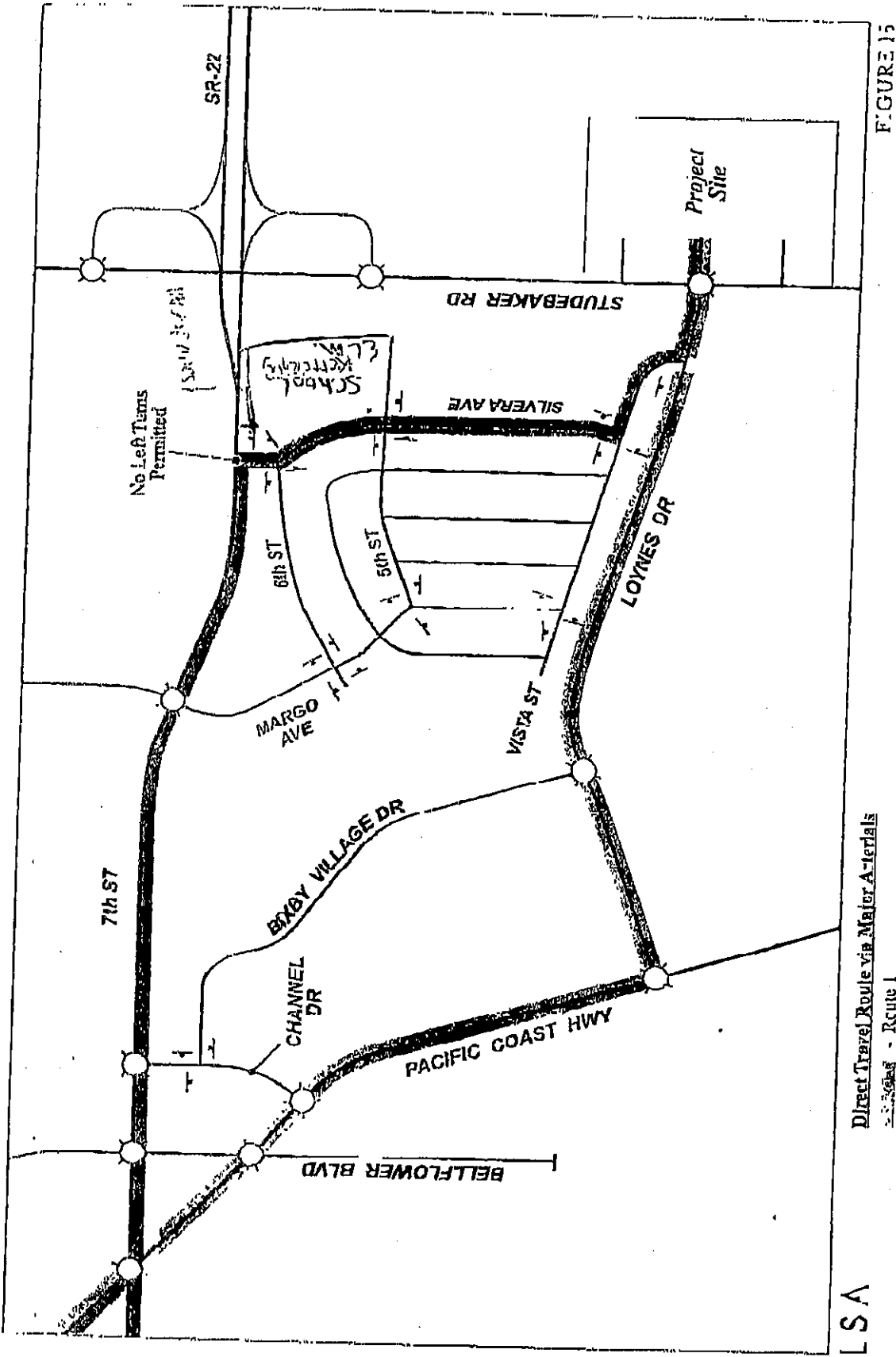
This project is not in line with the City's 2010 Strategic Plan:

- Economic Goals of the City's 2010 Strategic Plan: 11
 - Goal 2: "Create a work force plan to promote better jobs and wages" — this project creates mostly low wage jobs.
 - Goal 3: "Balance business growth with neighborhood needs. Revitalize shopping districts serving neighborhoods, rather than focusing on large retail projects" — this project can be called a "large retail project" and, therefore, is not in line with the 2010 Strategic Plan.
- Environmental/Sustainability Goals of the City's 2010 Strategic Plan: 12
 - Goal 3: "Improve management of water resources and restore wetlands and riparian habitats. With more than 95% of California coastal wetlands lost to development, Long Beach must preserve and restore its remaining wetlands."
- Our City officials continue to rely on retail as a short-term financial fix, but it only continues to create more low wage jobs for Long Beach residents. Long Beach would be wise to recognize the long-term benefits of attracting middle- and high-income jobs to its communities. You only have to look as far as Santa Monica to see the long-term benefits of that. 13
- It is our elected officials and City's responsibility to balance opportunity with issues that affect the quality of life for Long Beach residents. This project so adversely affects living in this area, it must not be approved. 14

In closing, I urge our City and elected officials to attract a development that offers high-income jobs, 9 - 5 office hours, low or no weekend activity, and a better sewage disposal infrastructure and construction mitigation plans to protect the health of the Long Beach families near this site. 15

Sincerely,
Belinda Freeth — 340 Linares Avenue, Long Beach, CA 90803





Direct Travel Route via Major Arterials

- Route 1
- Route 2

"Cut-Through" Travel Route via Collector Arterials

- Route 3
- Route 4

- Traffic Signal
- Stop Sign

NO SCALE

DATE: 11/10/11 BY: J. B. B. (117810)

Long Beach Home Depot
Traffic Routes

"Ralph Freitag"
<rfreitag@surfside.net>
06/10/2005 01:11 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Home Depot Project @ Studebaker and
Loynes

Angela Reynolds

I am reacting to an letter published in our Seal Beach Leisure World Golden Rain Newspaper written by Mary Anne Golden of Long Beach. This NIMBY type of appeal using possible environmental problems is offensive to me. The land in question is now an oil field out of production. I can't believe there would be any more pollution from the Home Depot's customer's cars than the oil field gases and storage tanks. In fact, a good case for the Project could be made in this regard.

As a resident of Leisure World Seal Beach. I am for the Home Depot Project. It would save me time and gas costs once the Project was completed.

Ralph Freitag rfreitag@surfside.net



Ms. Dorothy Geisler
Apt. 56A
13811 Thunderbird Dr.
Seal Beach, CA 90740-5328

6-13-05

ANGELA REYNOLDS,

I live in Leisure World
Seal Beach and I believe the
building of a Home Depot is NOT
in the best interest of the
community. There will be a
bad effect on air, ~~and~~ traffic
caused mostly by I've been
in the traffic pattern of cars
driving south to work & north
on Studebaker to go home via
7th St/405 or 605. Traffic will
only get worse with the Home
Depot at 109th & Studebaker.
The EIR shows this? With 3
comments for and 108 Against,
are you listening?? or does
money make you overlook
the detriments to the community?
What happened to the wetlands
that should be there??

Sincerely, Dorothy Geisler

"Gilbert, Debra"
<dgilbert@surfcity-hb.org>

06/15/2005 01:27 PM

To: "Angela_Reynolds@LongBeach.gov"
<Angela_Reynolds@LongBeach.gov>
cc:
Subject: Public Response to Home Depot DEIR

Attached for submission is my response to the Home Depot DEIR. If you have problem printing this four page response please call me at (562) 493-8785.

1

<<DEIR Home Depot.doc>>

Debra Gilbert

(562) 493-8785
(714) 374-1643
gilbertd@surfcity-hb.org
gilbert.dr@verizon.net

Debra Ramsey Gilbert
 6321 E. Colorado Street
 Long Beach, CA 90803
 (562) 493-8785
gilbert.dr@verizon.net

Angela Reynolds, Environmental Planning Manager
 City of Long Beach
 333 W Ocean Blvd.
 Long Beach, CA

Dear Angela:

The following comments are divided into three sections: General Comments, Specific Comments related to the Traffic Impact Study, and Specific Comments related to the DEIR

2

GENERAL COMMENTS

Throughout the document, the Consultant does not recognize or minimizes the potential impact the proposed project may have on the surrounding neighborhood, the Los Cerritos Wetlands, and the traffic impact in the normal summer months.

3

The Los Cerritos Wetlands area is < 100 yards south and west of the project site. Based on the project's proximity to the wetlands, it is my belief it is critical that the DEIR fully evaluate the potential impacts the Home Depot project may have on the long-term success of the restoration. For example, the DEIR should evaluate: impacts on water quality within the wetlands due to changes in storm-water runoff (both quantity and quality); impacts of increased air pollution and non-point source pollution from landscaping method (lawnmowers, leaf blowers, application of pesticides and fertilizers, etc.), vehicle emissions, oil and other chemical leaks, and roads, etc.; and the potential of non-indigenous plant and animal species that may become introduced in the or affect the wetlands.

4

Additionally, for every significant impact identified in the DEIR, the Consultant should identify reasonable mitigation methods for the three (3) traffic intersections that have significant impact. The identified mitigation measures listed in the report should be measurable to allow monitoring of their implementation. Due to the insufficient detail of the proposed mitigation measures, a thorough evaluation of the Project and its impact on the surrounding natural resources is difficult.

5

6

There is no review of the fiscal impacts of the project on the City of Long Beach. The DEIR should include a detailed review of the short-term and long-term revenues that the city is likely to generate from this project as well as the long-term and ongoing expenses that are likely to be incurred. These should include but not be limited to police, fire, and paramedic services, public infrastructure maintenance. This type of analysis should be included as part of the DEIR.

7

SPECIFIC COMMENTS RE: TRAFFIC IMPACT ANALYSIS

General Observation – The analysis does not take into consideration the proposed Seaport Marina project at 2nd Street and PCH with 425 residential units and retail was omitted from the traffic study. When this is added to the cumulative baseline for traffic, it will exceed the 2% limit, and therefore the applicant must show ways to mitigate.

8

The traffic study for University Park Estates has only begun, the 2nd week of June; this is months after the completion of the DEIR! This is when the university and Kettering Elementary School are not in session. The traffic study is being conducted at the low volume levels of our traffic season.

9

PAGE 11, EXISTING TRAFFIC VOLUMES

Throughout the entire report it lacks substantiation of the time periods the data was collected. Report does not identify the time frame (i.e. Year, month) the weekday peak period intersection turn volumes the City of Long Beach provided the vendor. How old is the data? Also, additional data collected for the study, noted January 2004 does not represent the higher traffic periods of June, July, and August. Typically traffic studies do not include these months, but this is a summer destination location and should be considered.

10

11

PAGE 10, LOYNES DRIVE

Loynes Drive was originally designed as a low-level collector street. The impaired condition of Loynes Drive is omitted from the DEIR. There is no mention of dangers of this roadway, and the deaths/accidents that occur both traveling east or westbound.

12

PAGE 14, TRIP GENERATIONS

Please identify the locations of the three existing Home Depot stores. Are they located in beach communities? Please identify what the time frame the data was collected by the 3rd party vendor, Barton-Aschman Associates in determining the “pass-by” reduction factors.

13

14

PAGE 28, WEEKEND MIDDAY ANALYSIS

To use existing sales data from other Home Depot stores to determine the demand per hour during the weekend, please identify the beach communities used for making this assumption. Also, as a resident of the proposed area, I disagree that the hours of 11:00 a.m. and 1:00 p.m. are peak at the Studabaker/2nd Street intersection.

15

16

Please identify what the time frame the data was collected by the 3rd party vendor, Barton-Aschman Associates in determining the “pass-by” reduction factors.

17

PAGE 48, RECOMMENDED IMPROVEMENTS/MITIGATION MEASURES, ITEMS 1-9

There is no assurance the City of Long Beach will gain agreement with Caltrans to mitigate traffic congestions. This agreement needs to be gained prior to project approval. Please substantiation that agreement will be reached.

18

SPECIFIC COMMENTS RELATED TO THE DEIR

4.1-15 Light and Glare

Site-Photos in the DEIR do not provide reviewers with the ability to evaluate how the area will look once the area is built out related to **nighttime lighting**. It would be helpful if the DEIR displayed how the surrounding neighborhoods would view the development with nighttime lighting using the reflector system identified in the report.

19

4.1-16, Cumulative Impacts

Again, the project proponents dismiss the concern of the public regarding the project by stating that, “. Mitigation Measures 4.1.1 and 4.1.2 and with the existing urban content with not contribute to a significant cumulative impact.”

20

4.2-28, Fugitive Dust

DEIR does not state who will monitor Mitigation Measures 4.2.1, 4.6.1 and 4.6.5 It is unacceptable to assume the contractor will monitor these mitigation measures. Please state who will monitor these measures?

21

4.3.5, Biological Resources Cumulative Effects

The DEIR takes a narrow focus when addressing the project's impacts to Biological Resources. This focus suggests that changes within the proposed project site do not or will not have any potential impact on biological resources found as closed as 100 yards away. Generally, biological resources do not acknowledge the artificial boundaries.

22

4.6-12, Hazardous Materials

The DEIR minimizes the distance the elementary school is from the proposed construction site. As state above methane could occur in elevated concentrations at the construction site. As our children are our greatest treasure, does ¼ mile distance make a difference if methane is released? This is a significant concern. In stating the impacts: there is no mention as to the potential hazards/concern of the immediate residents.

23

4.6-14 Mitigation Measure 4.6.5

“A detailed methane soil gas investigation work plan shall be prepared by the project applicant.” An independent 3rd party should be responsible for the report and work plan. Also, an independent party, outside the City of Long Beach, should be responsible for review and implementation of the plan. Also, how will the venting be done?

24

4.6.7, Level of Significance after Mitigation

Again, the project proponents dismiss the concern of the public regarding the project by stating that, “Implementation of the mitigation measures.will reduce potential project-related hazards and hazardous materials impacts **to less than significant levels.**” The list of unknowns is long, for example the possibility of elevated levels of methane, toxins in the soils (necessary detail investigation report after grading, and Tank #5 pipeline rerouting. Reviewing each section of the DEIR this is the largest section containing over nine mitigation measures.

25

4.11-3, Loynes Drive

Nowhere in the study does the consultant address the condition of Loynes Dr. They do not address that the road is partly built on land fill, is bumpy, has one specific dangerous curve, and has the need to be re-graded on a 5 year basis.

26

4.11-12, Neighborhood Street Impact

The Analysis does not address traffic originating at the site with the destination of 22 Freeway. When congestion is on Studebaker, waiting for the 22 Freeway, traffic will “cut through” University Park Estates, using Silvera Road. Motorist tired of waiting will and do use Silvera Avenue (Kettering Elementary) as an alternate route. A through analysis of traffic originating at the site with the destination of 22 Freeway is needed.

27

TABLE 4.11.C: TIMED ROUTE SURVEYS SUMMARY

Reviewing the table comparing arterial streets (7th, Studebaker, Loynes) to neighborhood streets (Margo, Silvera) the greatest time difference between the shortest timed routes to the longest timed route is only 3 minutes 37 seconds. The study leaves out impact of the 22 Freeway. If Studebaker is congested, the 3 minutes 37 seconds it takes to use the “cut through” becomes insignificant.

28

Also, the law of averages is a minimum study of three trials, this study; per page 4.11-13 only conducted two timed trials traveling in each direction.

6.6 Alternative 3 and 4

Report states that each of these alternatives meets Project Objectives 2-4, and serves the needs of the local residents. A through analysis is needed to determine if the local residents want a commercial Home Improvement Store. You will find they do not. Any one of these alternatives could satisfy the local residents.

29

In keeping with the project objectives. To meet Project Objective #5 Sales Tax, and Project Objective #1. The City, Home Depot, and a 3rd Party need to explore the 10 additional sites identified on page 6-3.

30

While it is understood this property was purchased for development, a reasonable compromise should be met between the property owner and the local residents.

31

Sincerely,

Debra Ramsey Gilbert

DON G. GILL
6218 Monita Street
Long Beach, CA 90803

June 6, 2005

City Planning Commission
 Attn: Angela Reynolds
 333 W. Ocean Blvd., 7th Floor
 Long Beach, CA 90802

Re: "Home Depot Center"

Members of the Commission and Ms. Reynolds:

Please enter into your EIR deliberations on the subject proposal this follow up letter to the one that I originally wrote to you on April 14, 2004, expressing substantial OBJECTIONS to this project. 1

The PROTEST items which I outlined HAVE NOT CHANGED!

The project is ill-advised and constitutes a harmful threat to ALL of the residents in University Park Estates, and surrounding areas. 2

The alternative as a PUBLIC STORAGE FACILITY or LIGHT INDUSTRIAL complex would be MINIMALLY ACCEPTABLE --- but a SHOPPING CENTER and HOME DEPOT would be a DISASTER. 3

Increased traffic on Studebaker Road and dangerous Loynes Drive would be adversely affected and ADDED SECURITY POTENTIALS would be HIGH RISK! 4

A desperate desire by the City to obtain added sales tax revenue should not be fulfilled by compromising the lives and safety of entire neighborhoods!! 5

THIS PROPOSAL SHOULD NOT BE APPROVED BY THE PLANNING DEPARTMENT OR BY THE CITY COUNCIL. Please give this project a loud and definite NO!! 6


 Don G. Gill

Cc: All Council members

DON G. GILL
6218 Monita Street
Long Beach, CA 90803

April 14, 2004

Planning Department
City of Long Beach
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Attention: Angela Reynolds, Environmental Officer

Re: "Home Depot" Project
Studebaker Rd. and Loynes Drive

Gentlemen:

Because my wife and I were unable to attend the April 6th hearing on the subject matter which was presented at Kettering Elementary School, this letter will transmit our **STRONG OPPOSITION** to this project.

The proposal to place a **COMMERCIAL** center (including a restaurant and retail shops) in an **INDUSTRIAL** area where the project would be surrounded on three sides by electricity generating facilities is one of the most ill-conceived, greedy and ludicrous requests that have been received by the City of Long Beach in recent years.

The deficiencies of this proposal are many, among them:

A. BAD PLANNING: The property would have **NO ACCESS** from the North, East or South. The entrance and exits would all be off Studebaker Road. No conscientious planner or Council member should approve such a plan.

B. ADVERSE TRAFFIC CONDITIONS: Traffic problems on ALL lead-in streets to this development would be huge.

Loynes Drive: This street is already an unstable roadway, having been constructed over a former major dumpsite. The surface already requires partial re-paving every three to five years to eliminate the bumps, and increased traffic would simply exacerbate the situation.

Studebaker Road: This street between 7th Street on the north and 2nd Street on the south is often over-crowded now. It is the main artery linking the Belmont Shore, East Long Beach and Seal Beach areas to the Garden Grove (22), San Gabriel (605) and San Diego (405) freeways. At present, in high volume hours, the backup of cars along this stretch is bumper-to-bumper with vehicles and boats on trailers. Adding to the use of Studebaker Road for this development would be a mistake.

4

Through the University Park Estates tract: This area of several hundred homes would be hurt in two ways:

5

1. The area would become a favorite short cut between eastbound traffic on 7th Street and a route directly to Loynes Drive on the south. The area already absorbs a great deal of traffic and parking from its closeness to Long Beach State University, and additional automobile flow would increase traffic intensity.

2. The houses that back up to Loynes Drive (south side of Vista) would be seriously impacted by noise and pollution from increased traffic a few feet from their residences.

6

3. Safety of the entire tract would be in jeopardy in the event of an emergency. There are only two exits to 7th Street on the north (Margo and Silvera) where only one is signalized – and often is congested; and Vista-Loynes Drive is the only outlet on the south. Driving up an incline from Vista to Loynes Drive is already an unsafe situation, since visibility to the west is often obscured. Added traffic on Loynes Drive would increase the danger at this point.

7

C. ADDED AUTO POLLUTION: The tremendous increase in automobile traffic (particularly along Loynes Drive) and also on Studebaker Road with hundreds of cars stopping and idling their motors at the 4-way intersection would result in a heavy increase in exhaust-fume pollution.

8

D. NOISE POLLUTION: The resulting increased traffic on Loynes Drive would add high noise levels to the aforementioned homes, which back up onto Loynes Drive.

9

E. FLOODING PROBLEMS: Whenever it rains more than just sprinkles, certain areas of Loynes Drive are subject to flooding (signs already posted). If it were necessary to abandon parts of the tract, Loynes Drive might not be the most dependable route to follow. A brief portion of Studebaker Road (south of Loynes Drive) is also subject to some flooding, as well as a non-stable bumpy surface.

10

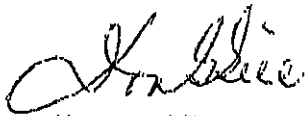
F. FLIGHT PATH: The proposed development lies perilously close to the edge of the flight path upon which large airline planes and speedy jets use to approach for landing upon the long diagonal runway at Long Beach Airport. The Airport Administration should be asked to provide the exact number of passenger planes and jets which land at Long Beach each day (or week, or month). One unfortunate accident would endanger

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large numbers of persons on the ground as well as in the air if such an incident were to occur,

G. TERROR DANGERS: A new danger has come about which might not have been considered a few months ago – that of a terrorist attack on vital targets. Letting thousands of citizens into a large electrical generating area each month (unscreened shoppers and restaurant patrons) would be foolhardy – and potentially dangerous. The two electrical plants provide substantial power to both Long Beach and Los Angeles, and an individual hiding terrorist weapons could easily disable the integrity of these installations.

Good sense, rational judgment, and protection of all the citizens who might utilize, or who live in the vicinity of this development, should be loud and clear – VOTE NO ON THIS PROPOSAL.



Don G. Gill
6218 Monita Street
Long Beach, CA 90803

Cc: Councilman Frank Colonna

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